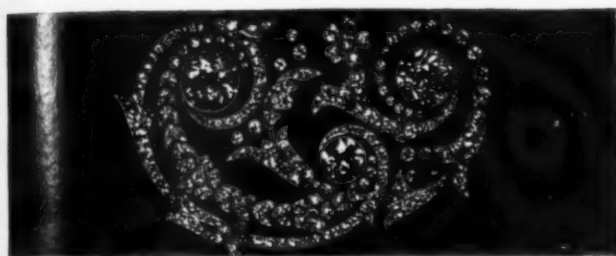


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RACING NOTES.

MR. LEOPOLD DE ROTHSCHILD'S STUD AT
SOUTHCOURT.

A GOOD many people who, for one reason or another, look doubtfully on the chances of some of the more prominent candidates for "Derby" honours are wondering—probably because the wish is father to the thought—whether either Hippeastrum or Day Comet may be capable of winning another Derby for Mr. Leopold de Rothschild. The question will be answered—I am afraid in the negative—almost simultaneously with the appearance in print of these notes on the stud where St. Frusquin, his son, St. Amant, and other worthy bearers of the popular "blue, yellow cap" colours of their owner have been bred. It is at Southcourt by Leighton Buzzard that Mr. Leopold de Rothschild's stud is situated, and here I went last week. Complete, well ordered and well arranged, there is nothing pretentious about the place. It is to my mind, just the sort of stud which one would associate with an English gentleman breeding and racing simply for his own amusement and for the love of the game. But it is a big stud none the less, comprising, as it does, five stallions, six-and-thirty brood mares and, at the time of my visit, five-and-twenty foals—eight of them colts—and thirteen yearlings. There would, as a rule, be more yearlings, but although the home sires did their duty, several of the stallions to whom Southcourt mares were sent the year before last failed to do so. I am not quite clear as to the date when the stud was founded, but I think it began when some two or three mares were sent there from Ascot about 1880. Be that as it may, since Mr. Leopold took it in hand, improvements and additions of all kinds have been made, until it now covers an area of about—rather less, perhaps—five hundred acres, divided up, of course, into paddocks of various sizes. The paddocks themselves are in great "heart," as well they may be, carefully attended to as they are, though all that Mr. Ashby claims in that respect is the exercise of "common sense." The result, at all events, is excellent, and the value of "common sense" is seen in the condition of the stock. Roughly speaking, I think that Mr. Ashby relies mostly on liberal lime dressing—about every third year—and hard feeding off by cattle. Nor could any more practical scheme be devised, for I am sure that the more paddocks are fed off—the closer they are fed off—the better. By this means the coarse rank herbage which horses will not eat, and which, if left, helps to make the ground cold and sour, is got rid of, and air and sunshine gain free admittance to the soil. A noticeable feature, too, about the Southcourt paddocks is that they are shady and well sheltered, the fences, safely railed off, being allowed to grow both high and strong. The formation of the ground, too, provides ample scope for the due development of "hocks" and "shoulders"—in fact, taken all round, the Southcourt Stud Farm is thoroughly suitable for the successful breeding and rearing of bloodstock.

The three principal stallions are St. Frusquin, St. Amant and Radium, all "home-bred." Three famous horses they are, too, though, concerning Radium, I doubt if we ever saw him quite at his best as a race-horse. I am, however, very confident, at all events, that it will not be long before he begins to make himself talked about as a successful stallion. St. Frusquin is a wonderful horse. No one, to look at him, would think that he was, in fact, twenty years old, for to all outward appearance he is as fresh and full of vigour as ever. No dipping in the back—no "old man" look about him anywhere. Nor are there any inward signs of advancing age, for he is remarkably sure with his mares, and his present crop of foals is full of promise, many of them being noticeable for their good limbs and joints. St. Frusquin always was a gallant horse, and will be, surely, till the end of his life. What a fight it was he made with Persimmon for the Derby!—beaten only by a neck, and that when his rider, S. Loates, was labouring under the disadvantage of a broken "leather." He beat Persimmon a little later on by half a length in the Princess of Wales' Stakes (10,000 sovs.), and scooped in another 10,000 sovs. when he gave Regret 10lb. and a handsome beating in the Eclipse Stakes. He had won the Two Thousand Guineas, and he was only beaten once, in six races, as a two year old; and when, in 1897, he retired to the stud, he did so with stake money to the extent of 32,960 sovs. to his credit. Of his success as a consistently successful sire of good-class race-horses it is almost unnecessary to speak. He headed the list of winning sires in 1903. Last year his stock took over 20,000 sovs. in stakes; but it may be mentioned that among his sons are



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ST. FRUSQUIN.

A veteran with a great record.

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RADIUM.

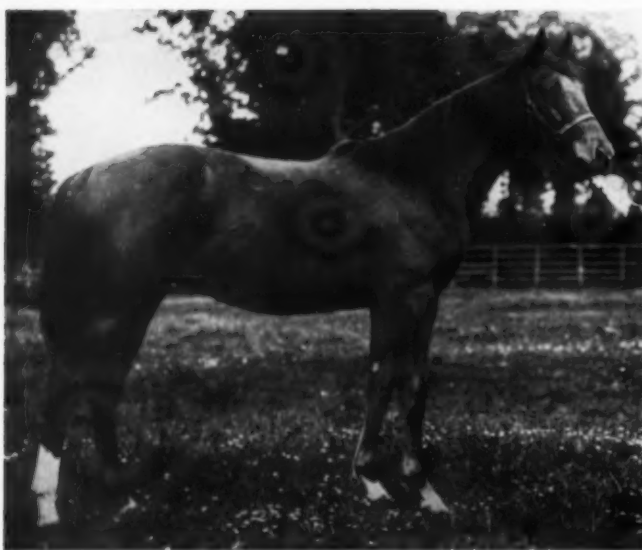
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ST. AMANT.

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FANTAIRIE.

Chestnut yearling colt by St. Amant—Fanager.

St. Amant—winner of the Two Thousand Guineas and the Derby, and of close on 24,000sovs. in stakes—Flotsam, Greenback, Pietri and St. Anton, both first-class colts. Among his many winning daughters are Rhodora, Flair, Quintessence (never beaten), Rosedrop and Mirska—both winners of the Oaks—Lesbia and Vivid. St. Frusquin commands a fee of 300 guineas.

Next comes St. Frusquin's best son, St. Amant, made up now into a beautiful horse, well balanced and of great quality. As a two year old he won the Coventry Stakes, and in the following year he gave John o' Gaunt, Henry the First and Santry a sound beating in the Two Thousand Guineas, a performance which he followed up by winning the Derby by three lengths. What a Derby day that was! Thunder, lightning, hail and rain; St. Amant racing home through the storm; and then—Mr. Leopold de Rothschild going out into the midst of it to lead his colt in. The full measure of St. Amant's value as a sire is not yet realised; but it will be, and that before long—not improbably before the Ascot Week is over. For the present the fee asked for his services is just under 100 sovs.—98 sovs. to be exact—and I do not think that many nominations are available.

The third of the Southcourt stallions—third in age—is Radium, a horse of whom I held a great opinion as a race-horse, and whom I like even more now that I have seen the manner of horse he has "furnished" into and, above all, the sort of stock he is getting. All I can say is that I shall be much mistaken and greatly disappointed if Radium fails to be completely and brilliantly successful as a sire. In the course of his four seasons on the Turf he won, among other races, the Prince of Wales Nursery, the Goodwood Cup, the Doncaster Cup and the Jockey Club Cup, and he beat The White Knight and that determined "sticker," Torpoint, four times. Very



FAIR VISION.

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Brown yearling filly by Radium—Tsu Shima.

seldom does one see a horse showing such a combination of power and quality as Radium—very seldom indeed—and for whatever my opinion may be worth, his services are cheap at his present fee—200 guineas. I might add that among the mares now visiting him is Gallicia, dam of Bayard and Lemberg. His pedigree is appended to this article.

Kunstler—another of the stallions in residence—is quite a nice sort of horse—he is the sire of Felizardo—but up to now his opportunities have been few and far between, most of his time this season having, I believe, been spent in duties comparable perhaps to those assigned to Tantalus in blades. Kunstler is a well-bred horse, by Juggler 9 out of Dorcas 3, by Trappist (1) out of Deadlock. He won the Royal Hunt Cup, and is standing at a fee of 10 sovs. inclusive.

The stallions disposed of, the next thing to do is to see what hopes the yearlings offer of maintaining the reputation of the stud in next year's racing. There are thirteen in all; but some of them I did not see. Those which I did see were in one or another of the eleven yearling paddocks lying back from the Ledburn Road, the first of these, Mambrin, a clean-limbed chestnut colt of nice scope and quality, by Marco 3 out of Rubra, and so half-brother to Rubicond. Rubra, by the way, is out of Galloping Queen, a descendant of Red Ribbons, a mare taken out of the Stud Book on the ground—see Vol. VII, page 134—that the pedigree of her dam, Maggie Lauder, could not be traced.

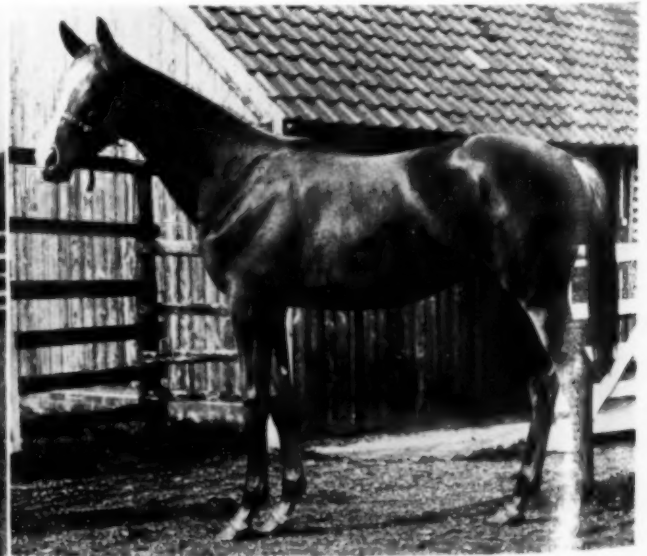
The next is Gipsire, out of Mrs. Quickly (1), by Queen's Birthday 11 (sire of Santoi). There is no need to ask what Gipsire is by, for he is every inch a chip of the old block—may St. Frusquin forgive me for so alluding to him. He might well, perhaps, be a little bigger, but he will be big enough. I think, when he has made his growth; but there he is, the living image of his famous sire—he even walks like him—his



W. A. Rouch.

QUINOLOGIST.

Bay yearling colt by St. Frusquin—Catgut.



MAMBRIN.

Copyright.

Chestnut yearling by Marco-Rubra

expression is the same, head, shoulders, back, loins, legs—all St. Frusquin.

Very different in type is Quinologist 14, by St. Frusquin 22 out of Catgut (dam of Day Comet), by Lactantius 10 out of Catkin, and so goes back through Nellie by Hermit (5) out of Hippias, by King Tom, to the old Mentmore strain of the Rothschild bloodstock. This is a great, powerful colt, with nice liberty and standing true on his limbs, and I like him a good deal better than I do his brother, Day Comet. Another type again is Fantairie, a very nice blood-like colt by St. Amant 14 out of Fanager, a young mare by Ayrshire 8 out of Dame Heron (1). Two other colts there were—Trocko, by Spearmint (1) out of Snip 22, by Donovan 7; and a chestnut colt, Old Q., by Queen's Birthday 11 out of Quibble, by St. Frusquin 22 out of Pie Powder 14. Two fillies—Asmara, by St. Amant out of Presanella, by Cyllene 9, out of Aya; and Fair Vision, a black filly by Radium out of Tsu Shima 8, by St. Simon 11—were in an adjoining paddock. There is not much of the former, but she is a blood-like racing sort of filly none the less, and the latter very different in type, is a great, raking, powerful young mare, very likely indeed to be "useful" when put to racing.

After all, the brood mares are the backbone of the stud, and ought, I am afraid, to have been dealt with earlier, the more so that my space is limited. Here let me remedy my fault as best I may. Catkin (14), by Dog Rose (8) out of Lady Loverule (dam of St. Amant), is getting on in years—she was foaled in 1892—but she has done good service as a brood mare, and still looks fresh and well, and has at foot a fortnight old filly foal by St. Frusquin. Another mare who has done well is Pie Powder, foaled in 1892, by Morglay (1) out of Themis (14). She is the dam of Santo Strato, Lorenzo and Pietri, and has now at foot a lengthy filly foal by Radium, and will go to St. Frusquin. Another good old mare is Utica (22), foaled in 1892, by St. Simon (11) out of Biserta, by Lord Lyon (1). She won no end of races in her time, has bred winners, and has now with her a really good colt foal by Radium—this foal should do well. Of a younger generation is Monarda (14), foaled in 1902, by Florizel II. out of Lady Loverule, and so three parts sister to St. Amant; this is a nice class mare, and she has at foot a promising filly foal by Dark Ronald. Younger still is Amine, foaled in 1904 by Gallinule (19) out of Zobeyde (22), by St. Simon II.; her filly foal, by Radium, has great liberty and plenty of bone. But the best of the Radium foals is, I am inclined to think, the colt out of Pieria (14), by St. Frusquin (22) out of Pie Powder. A beautifully bred and very good-looking mare is Tsu Shima, by St. Simon (11) out of Top Hané (8), by Le Sancy (4). She is dam of the good yearling filly mentioned above, and has now at foot a filly foal by Llangwn. Fanager, quite a nice stamp of mare, by Ayrshire (8) out of Dame Heron (1), by Lowland Chief (2), has a good, short-backed, strong-quartered chestnut filly foal—her second foal—by St. Frusquin; and others which I noted were

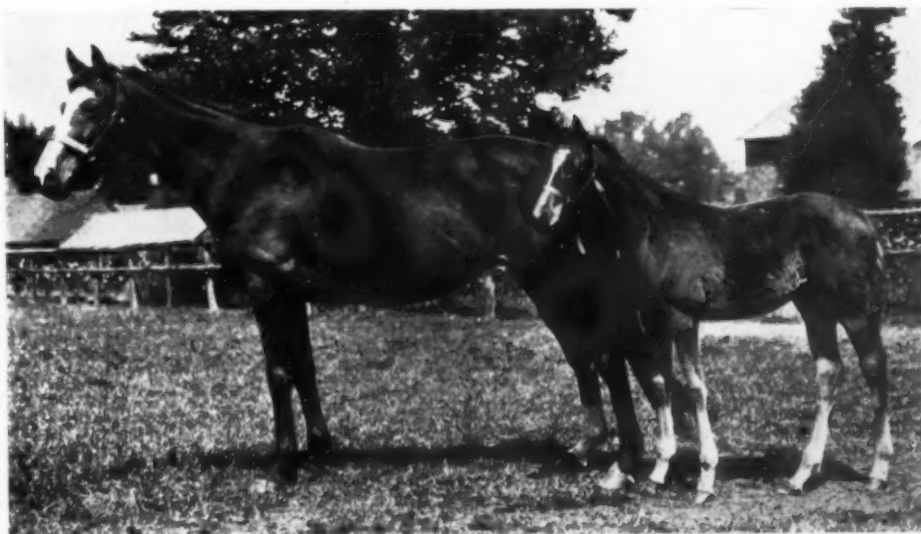
Presanella (22), a nice young Cyllene mare with a late filly foal by St. Frusquin; Macaroon, by Marco (3); St. Rosalia (20)—a black mare this, with a bay colt foal by Martagon; Mrs. Quickly (1), own sister to Santoi, with a very nice St. Amant foal; and Quibble (14), sister to St. Anton



W. A. Rouch. MONARDA AND BAY FILLY FOAL BY DARK RONALD. Copyright.



W. A. Rouch. UTICA AND A BAY COLT FOAL BY RADIUM. Copyright.



W. A. Rouch. PIE POWDER AND A BAY FILLY FOAL BY RADIUM. Copyright.



W. A. Rouch.

A VIEW OF THE SOUTHCOURT PADDOCKS.

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—a good-looking mare she is, too; and good looking, too, is her filly foal by Radium. Among the barren mares, by the way, is Grig, dam of St. Anton and many other winners, and also "resting" are Widgeon, a rare, short-legged, roomy mare, by Gallinule (19) out of Gagoul (10), by Galopin (3); Catgut (14), mentioned above; Rubra, already mentioned; and Florise (14), dam of Bahati, by St. Frusquin out of Nellie.

In connection with the Southcourt Stud, it is interesting to note that apart from Mr. Leopold de Rothschild's own mares and those sent by various owners to visit one or other of the principal Southcourt stallions, Mr. Ashby has to supervise the mating of a very considerable number of half-bred mares. To the owners of these—tenant farmers living within the boundaries of the Hunt—Mr. Leopold offers the services of Santoimo gratis. Santoimo is a chestnut horse foaled in 1906, and got by Sainfoin (2) (a winner of the Derby) out of Florise 14, by St. Frusquin (22) out of Nellie, by Hermit (5) out of Hippia, by King Tom (3) out of Daughter of the Star. Santoimo never ran, but is a really well-bred horse.

I have, I think, said that among the mares visiting Radium is Mr. "Fairie's" famous brood mare, Gallicia, dam of Bayardo and Lemberg; she has with her a colt foal by Cicero, and it is, I think, interesting to note that the foal bears no resemblance whatever to the sire, but shows the characteristic head, with the curious frontal development, which is noticeable in both Bayardo and Lemberg, the former especially. I should like to bring these notes to a conclusion by recommending such breeders as may not have seen Radium since he retired to the stud to make a point of going to look at him—he is worth looking at, just as his pedigree is worth studying. T. H. B.

		RADIUM (3).	
BEND OR I	Doncaster (3)	The Baron 24	Birdcatcher 11
		Pocahontas	Echidna 24
	Marigold	Teddington (2)	Glencoe (1)
		Sister to Singapore	Marpessa (3)
	Rouge Rose	Windhound (3)	Orlando 13
		Alice Hawthorn	Miss Twickenham (2)
	Ellen Horne	Redshank 15	Ratan 9
		Delhi	Daughter of Melbourne (5)
	Donovan 7	Vedette 19	Pantalon 17
		Flying Duchess	Phryne (3)
TAIA (3)	Mowerina	Scottish Chief 12	Muley Moloch 9
		Stockings	Rebecca (4)
	Kisber (4)	Buccaneer 14	Sandbeck 8
		Mineral	Johanna 15
	Æolia	Parmesan 7	Plenipotentiary 6
		Breeze	Pawn Junior (1)
	Eira		Voltegeur (2)
			Mrs. Ridgway 19
			Flying Dutchman (3)
			Merope (3)

ON THE GREEN.

BY HORACE HUTCHINSON AND BERNARD DARWIN.

SOME CHAMPIONSHIP IMPRESSIONS.

IN 1891 Mr. Hilton played in his first Amateur Championship final at St. Andrews, and was beaten by Mr. Laidlay at the twentieth hole. Now, twenty-two years later, he has just played his seventh final, also at St. Andrews, and beaten Mr. Harris 6 up and 5 to play. It was a very proper end to a very exciting championship, but it was not in itself exciting, because Mr. Hilton never for a moment looked anything but a winner. Mr. Harris wanted a good start, and he got a bad one, Mr. Hilton holing a very, very long putt for a three. From that moment it is not too much to say that, fine player as Mr. Harris is, scarcely anyone expected him to win. Mr. Hilton reserved his best play for this match; in fact, until the final he had never quite been playing his game; he was certainly not the Hilton who won so easily at Prestwick two years ago and came so near to beating all the professionals at Sandwich. All through the meeting he did certain things very well; he had the touch of his aluminium putter to perfection, and he was extraordinarily skilful in his little running shots played with a "jigger" or approaching-cleek; but when, for short putts, he changed from his aluminium club to his crook-necked iron one, usually called "the snake in the grass," he was sometimes rather shaky, and his iron shots—he has had the misfortune to lose his favourite iron—were distinctly

unworthy of him. As soon, however, as he came to the final, he used all his clubs well and with the utmost confidence, and the brilliancy with which he played the first few holes in each round did much to demoralise his adversary and win him the match. Mr. Hilton always seems to me particularly dangerous on any course where unusual conditions cause prudence and generalship to be of supreme value. Two years ago, at Prestwick, where the ground was as hard as a rock and as fast as greased lightning, no one seemed to appreciate so thoroughly as he did the enormous importance of keeping out of the rough with the tee-shot and keeping below the hole on the putting green. Similarly this year at St. Andrews we could all see that the one thing to do was not to drive near the bunkers that were water-logged; that required no super-human intellect, but while other people only said they must keep out, Mr. Hilton did keep out. It has by this time become part of history that in playing the eleventh, the famous high hole coming in, Mr. Hilton put his tee-shot into "Strath" four times running. I have an idea that this error chiefly came from his fixed determination to avoid the other bunker on the left, the "Hill" bunker, which is far the worse of the two. If he came to the conclusion that one spot is likely to be fatal, whatever else he may do he will avoid that spot. That shows a power which many people have not got—the more they mean: avoid a

bunker, the more they go into it. It struck me as rather characteristic that he should finish the match with a grand four at the Hole o' Cross just after the great and memorable storm of rain had rendered the course for the time being into a network of lakes.

One more remark occurs to me about the Amateur Champion, and that is, that he proved himself, apart altogether from his skill, a splendid fighter and finisher. There used to be people who said that Mr. Hilton was not a great match-player. If they were at St. Andrews they must have changed their tune. He had three of the very hardest possible fights one after the other, against Mr. Gillies, Mr. Schmidt and Mr. Aylmer, and he always finished like a lion. It is true he made mistakes; there was, for instance, that dreadful putt into the bunker at the seventeenth, which came near, as I think, to sending the Amateur Championship Cup across the Atlantic. That was an almost inexcusable lapse, but then how he rose to the occasion immediately afterwards and played a really noble niblick shot! Against Mr. Aylmer his finish again was full of dash, though it must be said that Mr. Aylmer gave him one immensely valuable chance that he never ought to have had, by missing a little chip on to the fifteenth green. On the whole, however, nobody else seemed to stand the strain quite so well; it was lasting power as much as anything else that won the championship.

One of the most interesting golfers that have appeared at a championship for a long while was the young American, Mr. Heinrich Schmidt. He gave everybody very serious anxiety, and if he had beaten Mr. Hilton, the anxiety might have degenerated into a perfect panic, as it did at Sandwich when Mr. Travis began mowing down ex-champions. Mr. Schmidt is a great deal younger than Mr. Travis—he is, in fact, only twenty-one or twenty-two—but he is in many ways very like our conqueror of 1904. His methods are decidedly like—the abnormal painstaking and concentration and those eternal preliminary swings. It is a method that would not suit many people—they have not the patience or the resolution for it—but for those who have, it is clearly a tremendously effective way of playing games. Then Mr. Schmidt depends very largely—and this, I think, is also like Mr. Travis—on a perfectly true swing of the club. He does not seem to hit very hard, and with iron clubs he has little or no variety of stroke; but he has



AFTER THE GREAT STORM: DECIDING ON THE NEW TWELFTH HOLE.

drilled his body into a beautifully true full swing, and he uses it time after time, whatever the club, with monotonous success. He is, too, a very fine putter; if he did not hole such vast putts as Mr. Travis did, he was absolutely deadly at short range. He has rather a noticeable stance—both toes turned very much out, the left pointing almost straight at the hole. He has a little tendency to sway forward as he hits the ball, which is not quite orthodox, but the ball goes in and never looks as if it meant to go anywhere else. Altogether Mr. Schmidt is an uncommonly difficult person to beat: he made a deep impression on the St. Andrews crowd, who gave him a great and well-deserved reception at the end of his match with Mr. Hilton.

The man whom the crowd wanted to win was young Mr. Kyle, the nineteen year old student from St. Andrews University, and it will be surprising if he does not win soon, for he is a grand golfer, the best young player that has appeared for a long while. He was beaten by Mr. Harris in the semi-final by 3 up and 2 to play, but those figures do not really tell a true story of the match. Mr. Harris had been 3 up, and coming to long hole in he had been pulled down to 1. Mr. Kyle had a by no means long putt to win this hole and square the match, and had he holed it Mr. Harris's predicament would have been as uncomfortable as need be. Mr. Kyle, however, dashed at the putt with the refreshing confidence of youth, which is admirable on the tee, but sometimes misplaced on the green; he ran a yard past, laid himself some kind of half stymie, and missed on the way back, and was 2 down. This meant, virtually, the end of the match, that really ought to have been fought out to the very last gasp.

Mr. Kyle's driving was one of the finest things to be seen in the whole meeting. He is in truth immensely long, for he—metaphorically—drove Mr. Harris's head off, and Mr. Harris is an admirable hitter from the tee. Not only is he long, but he appears also to be very straight. He lets the ball have it for all he is worth—a glorious, free, slashing blow, but it is a fine, compact style, and not that straggling and exaggerated swing which is to be seen in so many of the local players. Mr. Kyle and Mr. Schmidt were the two discoveries of the meeting, and



MR. HILTON BUNKERED.

a third was young Mr. Bretherton of Handsworth, who did well and will do better. We have yet, however, to discover somebody who can stop Mr. Hilton and Mr. Ball throwing the

championship backwards and forwards to each other like a shuttlecock. They have done it for four years running now.
B. D.

LITERATURE.

A BOOK OF THE WEEK.

"J." A Memoir of John Willis Clark, Registrary of the University of Cambridge and Sometime Fellow of Trinity College. By A. E. Shipley, Master of Christ's College. (Smith, Elder.)

EVERYBODY with a direct or indirect connection with Cambridge University will read this modest biography with absorbing interest. Not only is the life of "J." a chapter in the history of that institution, but he himself was a typical scientific scholar of the age in which he lived. He was born and bred in the University atmosphere, and drew the breadth of his inner life from its society and traditions. On both sides of his ancestry he had been prepared for the position he came finally to fill. On the male side he had as grandfather John Clark, the founder of Newcastle Infirmary, and a "good physician" who was not only skilled in medicine, but a philanthropist. His son, William Clark, the father of "J.," was the well-known Professor of Anatomy at Cambridge. Mr. Shipley says:

Clark spared himself no effort, and his purse no expense, to increase the Museum; and it is, in the main, to him that we owe the foundations of the two magnificent collections, the Museum of Zoology and Comparative Anatomy and the Anatomical Museum. He was in fact—though the fact has been often forgotten—both by his teaching and his collecting, one of the founders of the School of Biology at Cambridge.

On the distaff side the pedigree is equally good. His maternal great-grandfather was Francis Willis, who was educated at Oxford and became Fellow and Vice-Principal of Brasenose College. "A man of ten thousand," Miss Burney calls him. "J.'s" grandfather, Robert Darling Willis, son of the above, was the Physician-in-Ordinary to the King, who attended him in his third attack of madness in 1801. This was the father of Mrs. William Clark, "J.'s" mother. Obviously, if a child were to be born for the exact sciences, here is the ideal parentage.

Mrs. Clark kept a brief but amusing diary, and it would be impossible to epitomise a childhood more succinctly than Mr. Shipley does by way of extract from and comment on it:

J. was born on the 24th June, 1833. On the 3rd of September we read: "John Willis christened at 2 at Bene't Church," No. 17 Trumpington Street being in that parish. On the 10th of October, "Vaccinated baby"; a week later, "Shortened little John"; on the 23rd of November, "Began to feed little John with tops and bottoms." "Tops and bottoms!" I wonder if they use them now; the very name carries me back to a nursery of forty-five years ago. On the 17th of April, 1834, "Little John cut his first tooth"; a week later, "Little John had four teeth," and on the following day "Cut the fifth." On the 17th of July, when he was barely on the shady side of twelve months, "Little John ran alone." The whole career strikes me as very rapid, but J. was never one who wasted time. However, I cannot pretend to be an expert on such matters.

One does not meet with startling adventures in "the groves of Academe," and although the business side of Clark was well developed, his life is mainly that of the scholar. In 1847 he went to Eton, when he entered at the house of William Johnson, otherwise the Cory who wrote "Ionica." To have come under him would have been luck indeed for a pupil with the poetic temperament and tradition. But at Cambridge austere science avoids the loveliest of the Muses. Clark liked and appreciated Johnson in his own way and within his own limitations, but the characteristics of the two were entirely different and the Eton years were not the happiest in his life. Cambridge yielded him much more satisfaction. He there belonged to a reading set and took little part in athletics. There we see him developing the individuality which later on was to make "J." dominant among his peers. It may seem rather a paradox to say so, but it has often seemed to us that Clark would have made an ideal Abbot of a mediaeval monastery—one of those we read about, moderate in faith, good at administration, a lover of the stately pageant, one who appreciated the delicate art of the cook and the resources of a fine cellar, yet was no gourmand. In his early days he would have scorned the suggestion, but he was to become, among other things, a steady and conscientious supporter of the Church, and in 1901 he was chosen churchwarden of St. Mary's the Less.

For the rest, his interests were almost too wide; as Mr. Shipley says:

J.'s contemporaries in the early and middle sixties undoubtedly regarded him as little better than a gifted, versatile dilettante. It was suggested that he should issue a card: "Balls, Funerals, and Theatricals attended." It was recognised that he could work, and work hard, at some heavy task such as the muniments of Trinity, for three weeks or a month, and then the interest seemed suddenly to evaporate, and the work hardly begun was hastily dropped. Then,

as later, he was doing an amazing number of things—hunting, arranging private theatricals—like Nicholas Nickleby, he adapted French plays and took a hand in coaching the company and in painting the scenery—going perpetually into society, arranging and cataloguing the Museum of Zoology, collecting and setting up specimens, writing the Reports of the Museums and Lecture Rooms Syndicate, helping in the construction of the new Science Buildings, taking an active part in University affairs, giving popular lectures, tutoring, and occasionally teaching, collecting books, travelling, and gardening. Later in life he gave up hunting and dancing, but he even increased this catalogue by further activities: on the scientific side by the writing of zoological papers and the delivery of zoological lectures, and on the literary side by his treatises on architecture, monasteries, and the care of books.

To these should be added a faculty for business, which probably induced him in 1863 to accept the post of general managing editor in the firm of Cassell, or Cassell, Petter and Galpin as it was then. He gave this up in 1865. For a quarter of a century he filled the office of Superintendent of the Museums, only resigning it in 1891, when he was appointed Registrary, a position he held till within a few days of his death. What he accomplished is set forth in two admirable appendices: "J. as Superintendent of the Museum of Zoology," and "J. as Secretary to the Museums and Lecture Rooms Syndicate." These papers have more than a biographical value. They form an invaluable record of "the outburst of building" that began towards the end of last century, and was continued in this. It was an outward and visible sign of the splendid energy with which Cambridge set herself to meet the demands of a new generation, whose interests are at once widening and more insistent on specialised and precise knowledge.

To cultivated taste there is no other society quite so pleasant as that of a University. Even although our day has witnessed great changes, and the Cambridge Don who used to figure in the novels and plays of our fathers and grandfathers is no longer recognisable, there is still a distinction and a difference. The atmosphere of letters can never be identical with that of fashion, and is far removed from that of business. It is the natural home of ideas, and is antipathetic to the spirit of competition. Nowhere is the art of living better understood, and in this "J." was a master. As Mr. Lionel Cust puts it:

It was this capacity for enjoyment which made J.'s life a happy one. He enjoyed his work, he enjoyed his friends. He enjoyed the theatre, *quand même*, good or bad as the performance might be. He was something of an epicure, and an expert in wine, of which he had a quite artistic appreciation, until warnings of health made him give up drinking wine at all.

A pleasant illustration of the epicurianism alluded to is given by the biographer:

J. and his particular friends used from time to time to dine together at what they called "Harmonies in Bordeaux," when no wine except that grown in the Bordeaux district was drunk. The late Mr. Henry Bradshaw, Mr. Gerald Balfour, Mr. Alfred Cole, Mr. George Prothero, and Mr. (now Professor) Langley were usually among J.'s guests on these occasions. One of the "harmonies" has fortunately been preserved, and is here given:

Fourcaud	..	..	..	..	1858
Haut-Brion	..	..	..	..	1874
Listrac	..	..	..	..	1865
Léoville	..	..	..	..	1870
St. Pierre	..	..	..	..	1874
Barton Léoville	..	..	..	..	1864

15th August, 1885.

Yet he was in reality an abstemious man, and, indeed, only the abstemious are capable of a full appreciation of such a delicate harmony as this.

From Mr. A. C. Benson's tribute we extract the following:

It is almost impossible to describe the position he held in the University. He did not aim at influence, but it came to him and he enjoyed it. He was indiscreet, combative, provocative and incisive in talk. He never forbore to criticise friend or foe. He never repented, or withdrew, or qualified his statements. But the affection with which he was universally regarded swept all resentment away; and he was looked upon as a sort of spoilt child, who was not only allowed but expected to say exactly what he thought, and whose skirmishes and *mots* and jests were chuckled over and enjoyed. He was full of prejudices and whims; but one felt that whatever he said, he could be counted upon to do the just thing and the kind thing; and so he was honoured much and loved more.

If space were not an object we would like to quote the whole of Mr. Walter Pollock's contribution, "J.'s Love of the Theatre." It is long and yet compact, full of light on Clark's fine taste and keen criticism, and at the same time a notable disquisition on the modern theatre. Mr. Shipley is to be congratulated on having produced so worthy a memorial of his friend.

NEW YACHTS FOR 1913.

NEW yachts are a feature of 1913, and to this fact may be attributed in no small measure the general interest already being manifested in the racing which opened on May 24th. The advent of a new vessel to any class always serves to whet the appetite of the keen sportsman, and this season no less than three of our principal classes have been thus strengthened, while interest in these classes is yet further enhanced in view of the fact that the international element is largely in evidence. Among these new vessels none will be watched with greater interest than *Margherita*, the big schooner built for Mr. G. C. Whitaker, a member of the Royal Yacht Squadron. Mr. Whitaker has always shown a partiality for the big "two-sticker" type, notwithstanding that hitherto he has had to seek his sport chiefly in German waters. For a few years he hoisted his colours on *Cicely*, one of the smartest vessels ever designed by Pife. Then he placed an order with Pife for a new craft, and *Waterwitch* was the result. This vessel sailed in the schooner class for two years—1911-12—but her performances were very disappointing, and so last autumn he entrusted Nicholson of Gosport with an order. This is the first big racing schooner that Nicholson has turned out. *Margherita* is a vessel of nearly four hundred tons, and her lead keel is the heaviest ever cast in one piece. Her principal opponents will be *Meteor*, *Germania* and *Hamburg II*. The last named will be better remembered as *Westward*, a Herreshoff design, which came across here from America in 1910 and carried all before her in the schooner class. She has been purchased by a syndicate of Hamburg yachtsmen. As *Meteor* and *Germania* are German productions, we have three nationalities represented in the class so far as design and build are concerned. We have had very little schooner racing in this country for some years past—just a day or so in the Solent at Cowes and Ryde. This year, however, we are promised a great revival in this branch of the sport, for which we have to thank the committee of the Torbay Royal Regatta, whose efforts to make the schooners a feature of the Centenary Regatta at the end of August have proved successful, so that these vessels will be in English waters for a full month.

Another class which has been recruited with new vessels is the 19-metre, sometimes referred to as the 100-ton class. This class was formed two years ago and consisted of four boats, all British built and owned. Two new yachts have been built during the past winter, both in Germany. One of these is for Herr von Waldhausen of the German Legation, Copenhagen, and she has been built from the designs of Max Oertz of Hamburg, who was responsible for the designs of *Meteor* and *Germania*. The other is to the order of Herr von Stumm, and has been built at Rostock from Gerhard Barg's design.

Of the two designers, the name of Max Oertz is the more familiar to yachtsmen in this country, largely owing to the successes of his two schooners, *Meteor* and *Germania*, which enhanced the reputation he had already held as a designer in the smaller classes, which for many years have been keenly taken up in German waters.

Gerhard Barg has yet to establish his reputation in the big classes, and this commission for Herr von Stumm affords him his first opportunity of coming into competition with the leading big boat designers. The performances of both these cutters will be watched with great interest, particularly as they are the biggest racing cutters built out of this country under the International rule. One



W. U. Kirk & Sons.

PAULA III., HERR LUDWIG SANDER'S NEW NICHOLSON 15 METRE RACING YACHT.

Copyright.

could wish that there had been at least one new British yacht in the class, as all the existing vessels have had two seasons' racing, and, moreover, were the first boats of this rating ever built, and it should have been no difficult task for any of our designers to have improved upon them. Of the four British craft, there will be in commission again *Octavia*, *Mariquita* and *Norada*, but the first named will sail under the flag of Count

von Tiele-Winckler, who purchased her from Mr. W. P. Burton during the winter.

The 15-metre class has been almost entirely reconstituted. No less than four new boats of this rating have been designed in this country, while *Vanity*, *Ostara* and *Mariska* have been sold to Russian yachtsmen. Thus of last year's fleet only two are left, *The Lady Anne* and *Istria*, in addition to the Spanish vessels. Of the four new craft, two have been designed by Fife and two by Nicholson. One of Fife's designs has been built in Sweden for Mr. C. L. Hellstrom, while the other was built at Fairlie to the order of Mr. W. B. Stamp, who last year was part-owner of *Mariska*. To these must be added a vessel built from designs of Anher, the Norwegian designer.

Both of Nicholson's designs were built at Gosport. One, named *Pamela*, is for Mr. S. Glenholme L. Bradley, a well-known yachtsman, though a recruit to this class while the

15-metre class last year that established Nicholson's position more firmly than ever in the front rank of designers. *Istria* was a boat with many distinctive features, and she proved herself to be the fastest "fifteen" that ever hoisted canvas. To the ordinary observer her most noticeable feature was her enormously lofty mast. Her topmast was produced some fifteen feet beyond the ordinary topmast stay, and this extra length of spar dispensed with the necessity of hoisting a topsail-yard on jackyard days. The total length of the stick from deck to truck was one hundred and one feet, about double the length of the vessel's waterline length. The novel arrangement was naturally the subject of much criticism, but she carried it without mishap throughout a hard weather season. In the race over the Nore to Dover course on Saturday *Istria* finished alone after a splendid race. *Pamela* met with a mishap and Maudray was dismayed.

Numbers of new vessels of smaller rating will take their places in their respective classes in the Solent, the Clyde, Crouch and other districts, but it is to the bigger boats that go the round of the important fixtures that attention is more generally directed, and the constitution of those classes assures us a brilliant season's racing.

HENRY J. GRANDISON

LORD AVEBURY.

A PERSONAL APPRECIATION.

IT may be of interest to the wide number of readers of *COUNTRY LIFE* to hear a word with reference to that really great man who has lately passed away, Lord Avebury, from one who had the privilege of knowing him well in his private life. It has been said by some of Lord Avebury's critics that his remarkable versatility prevented his really excelling in any department. Financier, man of science, social reformer, are the chief heads under which his activities would be ranged. In the first quality he was eminently successful, and it has been the marvel of many a student of human nature, who has seen him preside over a meeting which included turbulent and forcible elements, how that man of gentle presence and gentle voice, by sheer tenacity of purpose, and absolutely unruffled judgment, succeeded in imposing his own sensible will, and something of his own serenity, into the discordant spirits and the noisy utterances. His contributions to science were in large measure due to a beautifully neat method of record, a habit of close observation industriously prolonged, and that marvellous faculty for asking himself questions—for putting to himself, as problems to be solved, the apparently simple happenings in the world of Nature. This faculty was, no doubt, fostered in him by his early friendship with the great Charles Darwin. A man, however, whether of science or of any other associations, must be judged at the end of life, by what, during its course, he has done to make his world better, happier and wiser. On this standard the late Lord Avebury's life achievement assuredly has to be placed very high. Whatever new facts he may or may not have added to the store of scientific knowledge, his first claim, in this regard, on the gratitude of mankind is that he has led so many to a knowledge of, and interest in, facts not known to them, and so has given them all the enhanced happiness of entering into a new world of knowledge. Placing this work alongside that of his social benefactions, of which the most recognised is the institution of the "St. Lubbock," or Bank Holidays, it would be very hard indeed to name a man of any age to whom that age has been more indebted.

All those are more or less public aspects of his life. To one who knew him well this was really less admirable than his charm and gentleness, and, above all, his wonderful humility and simplicity, in his home life. He was so perfectly delightful to his children.



W. U. Kirk and Sons.

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MARGHERITA, MR. G. C. WHITAKER'S NEW NICHOLSON RACING SCHOONER.

other, *Paula III.*, sails under the colours of Herr Ludwig Sanders, an enthusiastic German yachtsman, whose *Paula II.*, a Mylne design, won the Royal London Commodore's Challenge Cup in 1911, and last year won the King's Cup at the International Regatta at Kiel. There are thus eight new yachts distributed among three of the principal classes. To find a parallel to this activity in building we have to look back many years to those days referred to as the brightest in the history of yachting, and even pessimists are obliged to recognise the healthy condition of the sport which has shown steady improvement ever since the formation of the International Yacht Racing Union.

A point worthy of note is the revival of building in the South. For many years the Clyde had almost a monopoly of big orders, but three of the four important craft built in this country during the winter have been constructed at Camper and Nicholson's yard. It was the remarkable success of *Istria* in the

ENGLISH DECORATION.

SINCE the days of Henry VIII. Italy and France have influenced the homes of England. King Henry had employed an Italian to design his father's tomb, and later, when he quarrelled with the Pope, having banished his Italian staff of artists he sent to Flanders for others. From this admixture of two Continental influences sprang the Renaissance in England.

serves its reasonableness and vitality in the hands of Charles Allom.

The splendid marble staircase, while based upon Italian precedent, is actually a phase of evolution of English Decoration typical of the best work of to-day. Thus in the opinion of the great American architect, Thomas Hastings, whose lecture last week at the Royal Institute of British Architects attracted so much

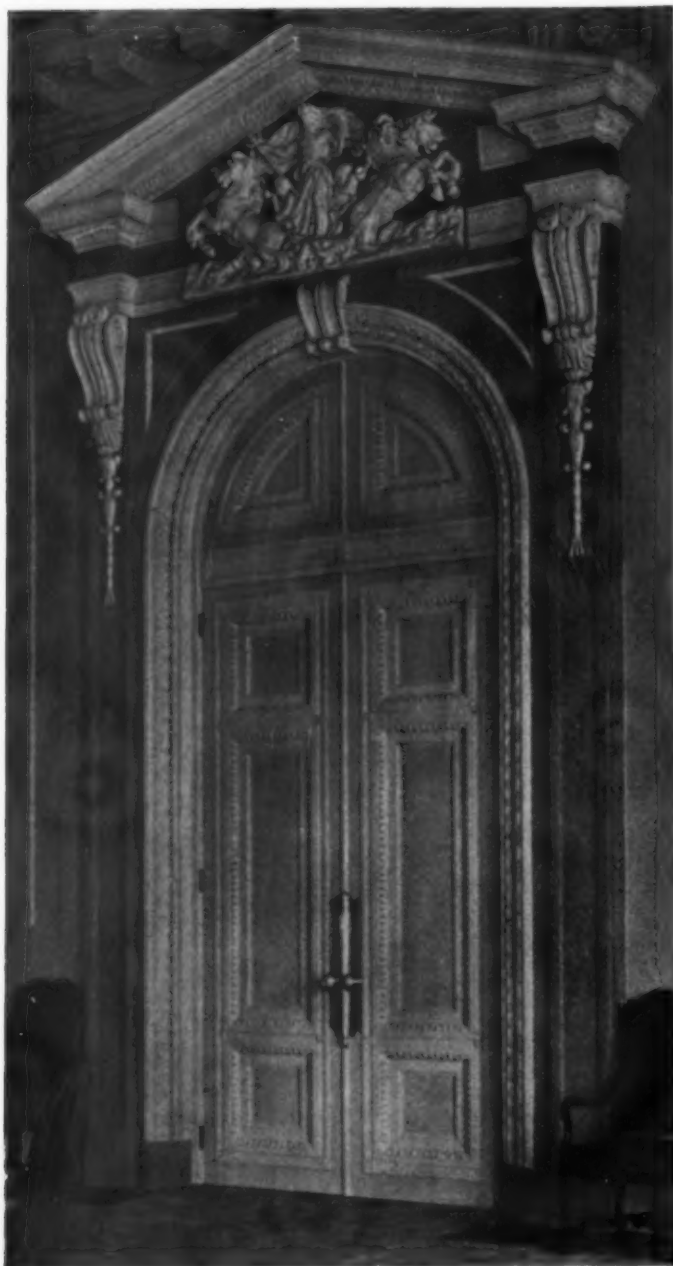


THE STAIRCASE AT SIR ERNEST CASSEL'S,
BROOK HOUSE, PARK LANE.

Even Sir Christopher Wren profited much by his studies abroad, and during the later days of the Empire in France, when the decadent period of the beginning of the eighteenth century set in in England, we were feebly copying France.

The Italian and French note, therefore, has the sanction of more than four centuries, and it is interesting to observe in the accompanying illustrations how it pre-

attention, we are still working in the eighteenth century. The camera has unfortunately exaggerated the foot of the staircase and correspondingly diminished the power of the gallery. Turning to the illustrations on the next page, like so much of the Empire work the fireplace—unfortunately temporarily filled by a modern stove—and the doorway have their inspiration in late Roman design, and the introduction of the winged sphinxes which



THE DINING ROOM DOORWAY AT BROOK HOUSE.

bore witness alike to Napoleon's Egyptian conquests and to the influence of history on the arts. And it is precisely because history repeats itself and because individuals fill in modern life the roles of men in earlier generations, when styles were in the making, that these styles keep their freshness. The decorative arts have their justification and yield their abundant pleasure because they express personality.

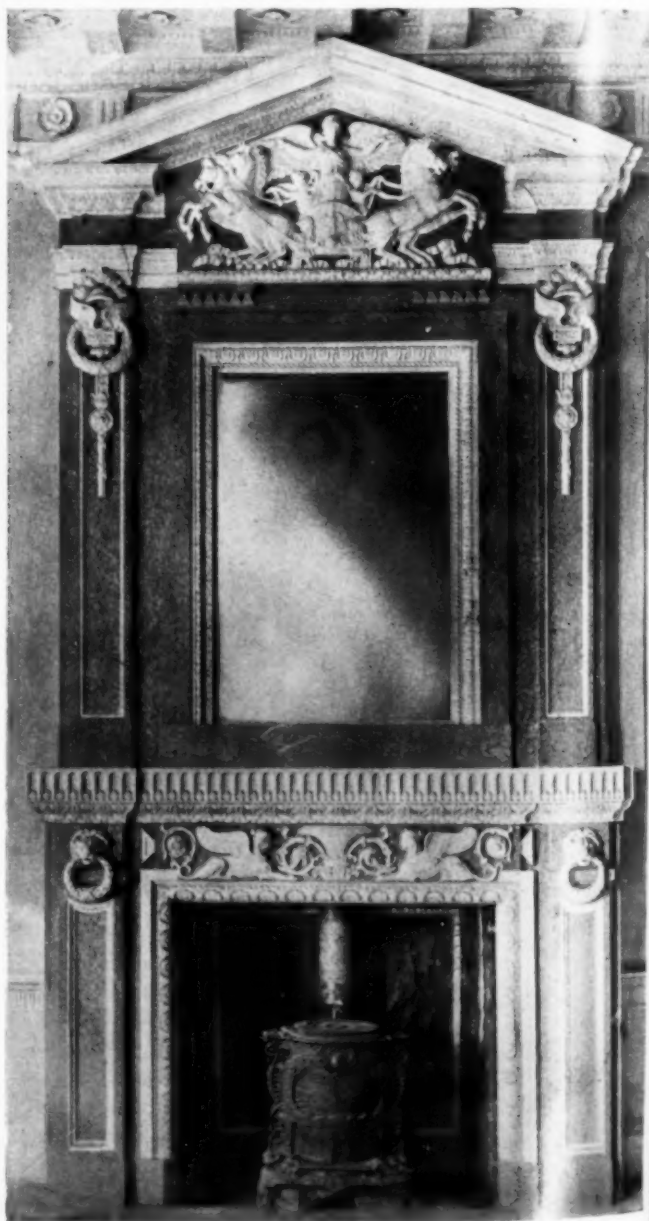
The twentieth century in its complexity as the field of infinitely various achievement is bound to take toll of its predecessors. The historians of art have garnered for us the treasures of twenty generations of artistic effort. They have opened a Pandora's Box from which may be taken elements of æsthetic expression meet for every phase of modern life. The very wealth of knowledge and the richness of the material are in themselves snares, for it needs a wide æsthetic skill to compose these elements and to mingle them so that they are capable of new shades of expression.

It is to this skill, joined with the finest craftsmanship in all materials and processes, that the reputation of Charles Allom is due. And the quality of the work, as well as its decora-

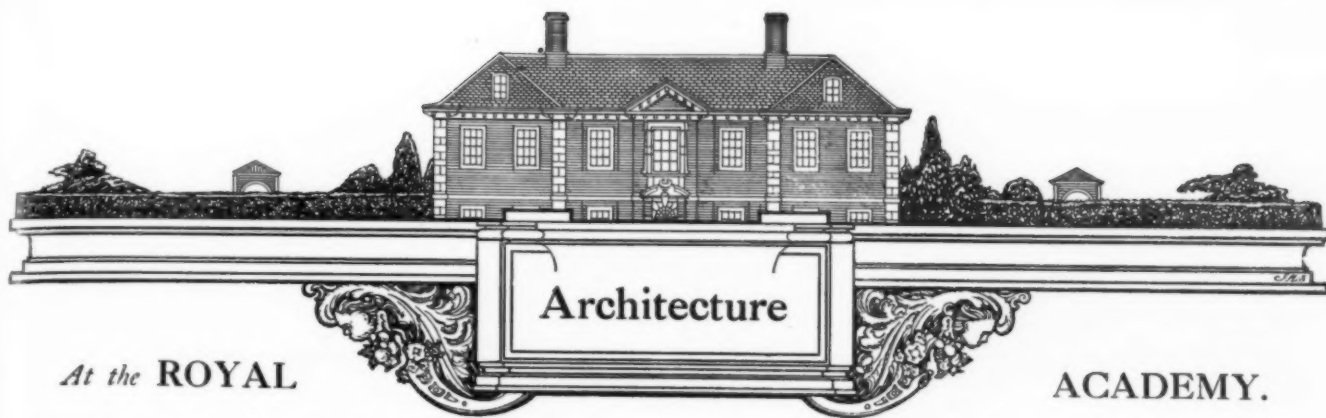
tive feeling, is an important element of success. As long ago as the seventeenth century, John Evelyn, the diarist, noted of our English joiners that they were unsurpassed, and that leadership in the woodworking crafts holds good to-day.

Nothing could be better than the exquisite detail of the pair of doors now illustrated, a fineness to which no photograph can do justice. No less is true of the marble work, though in this field English skill is not of such long-standing. When the Brothers Adam introduced the delicate detail which is associated with their name and finds its parallel in the French work of the late eighteenth century, they had to summon to England Italian craftsmen or have their marble carved abroad. To-day it is otherwise.

In dexterity and sureness of touch the craftsmen developed and employed by Messrs. White, Allom, of London and New York, have no superiors in the world, and it is to this wealth of talent, as well as to a just appreciation of artistic values, that the satisfying character of their decorative work must be ascribed. It has really resulted in English taste taking the place of that of France. Certain it is that since the revival of interest in old English furniture has come a desire throughout the cultured parts of the world for English homes.



A MARBLE MANTELPIECE IN THE DINING ROOM.

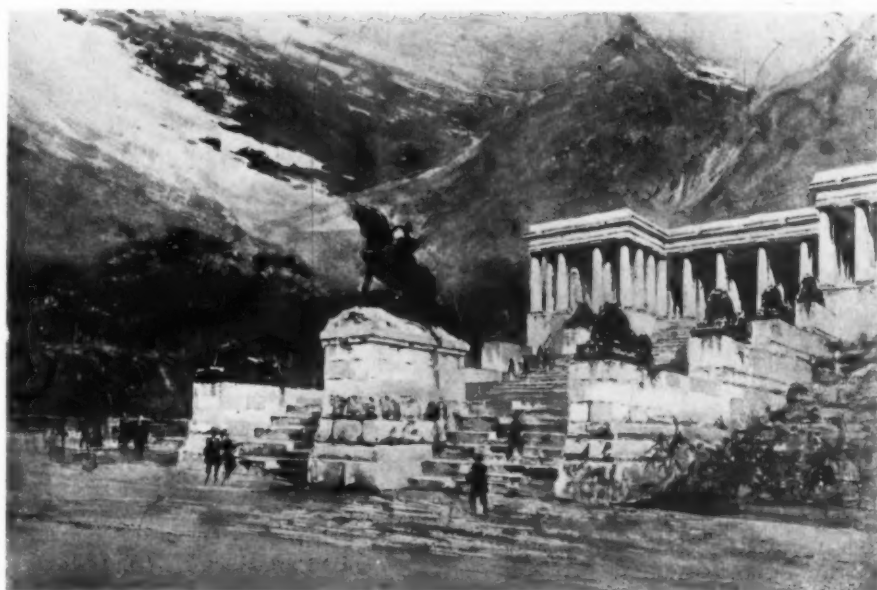


At the ROYAL

ACADEMY.

It is characteristic of the attitude of the Royal Academy towards architecture that of the sacred forty only three are architects, and of the thirty Associates no more than four follow the Mistress Art. This little regard for the art which is of the most concern to everybody is reflected in the small amount of space which is given up to architectural drawings. They occupy about ten per cent. of the room demanded by oil paintings, and a little more than half of what is given to water colours. Perhaps we must be grateful that, judged by the standard of space, architecture is of more importance than drawings in black and white. This year, however, the Hanging Committee has made a bid for popularity, for it has exhibited a model of the new Mappin Terraces at the Zoological Gardens. It shows the very ingenious arrangements designed by Mr. John Belcher, R.A., and Mr. Joass, for the comfort of bears of every hue, which will soon be seen disporting themselves in magnificent rock gardens. The only fault is that the model has been placed too high to be seen conveniently by many who are deeply interested — the children. A little girl who stood by the writer of this was quite emphatic in her praise: "This is what I like!" As far as we remember, the Academy has made a new departure in exhibiting the model of a country house (designed by Mr. Arnold Mitchell), which is all to the good.

It may perhaps lead people to believe that architecture is concerned with realities, a theory not always evident from a



RHODES MEMORIAL, TABLE MOUNTAIN.

Herbert Baker.

mere inspection of the drawings on the walls. The admission of so convincing a thing as a house model seems to destroy the



DESIGN FOR DUBLIN GALLERY.

E. L. Lutyens, A.R.A.



ROEHAMPTON HOUSE.

E. L. Lutyens, A.R.A.

case for the exclusion of photographs of executed buildings, which would make the architectural room still more popular. It does not follow that a man who is a good architect is a good draughtsman, still less that he can make an attractive perspective drawing which shall commend its subject to the casual observer. In the result, the depicting of architecture falls into

the hands of something like a close corporation, and buildings of the most diverse character are interpreted for us by comparatively few hands.

Mr. Walcot and Mr. Charles Gascoyne are ahead in the race, but Mr. Alick Horsnell and Mr. Cyril Farey are well represented, and all are draughtsmen of great ability. Mr. Walcot's technique is altogether delightful, but becomes sometimes rather elusive. To his hand we owe two charming drawings of Mr. Herbert Baker's Union Buildings at Pretoria and the Rhodes Memorial on Table Mountain. Both these works show Mr. Baker's masculine grasp of design, and enable us to congratulate India that he has been joined with Mr. Lutyens as joint architect for those great buildings which are to rise at Delhi. Mr. Walcot is also the author of the perspectives of the designs sent in by Mr. Lutyens, who appears for the first time as an Associate of the Royal Academy. We shall have to wait a year or two to see what he proposes to do at Delhi; meanwhile, he exhibits charming designs for the enlargement of Roehampton House, and for the new Municipal Art Gallery as designed for St. Stephen's Green, Dublin. It is understood, however, that a new site has been chosen and that the gallery may be built on a bridge. This will yield Mr. Lutyens an opportunity given to few.

The most important design in the room from the public point of view is Sir Aston Webb's re-casing of the front of Buckingham Palace. When it is borne in mind that the conditions laid down demanded that no floor line and not even a single window opening should be altered, it must be admitted that the best has been made of a difficult and thankless task. The drawing is an admirable one, and is made by Mr. Charles Gascoyne, who has wisely excluded from it any hint that the Victoria Memorial rears its white bulk immediately in front of the main gates. The same hand has interpreted Mr. Walter Tapper's sound design for the church of St. Mary, Harrogate, the chapel of Pusey House by Mr. Temple Moore, Mr. Burke Downing's church at Mitcham and Mr. Goodhart-Rendel's design for a chapel at Merrow Church in memory of the last Earl of Onslow. There is a thought of the eighteenth century in Mr. Goodhart-Rendel's Gothic, but the problem was difficult, as it was necessary to keep the roof low. Other church designs of interest are those by Sir Charles Nicholson and Mr. Corlett, both very skilful in the use of colour decoration. Mr. Gascoyne appears as inventor as well as draughtsman in his design for a church at Nottingham. Professor Adshead and Mr. Ramsey send a very interesting design for a church in Kennington in



UNION BUILDINGS, PRETORIA.

Herbert Baker.

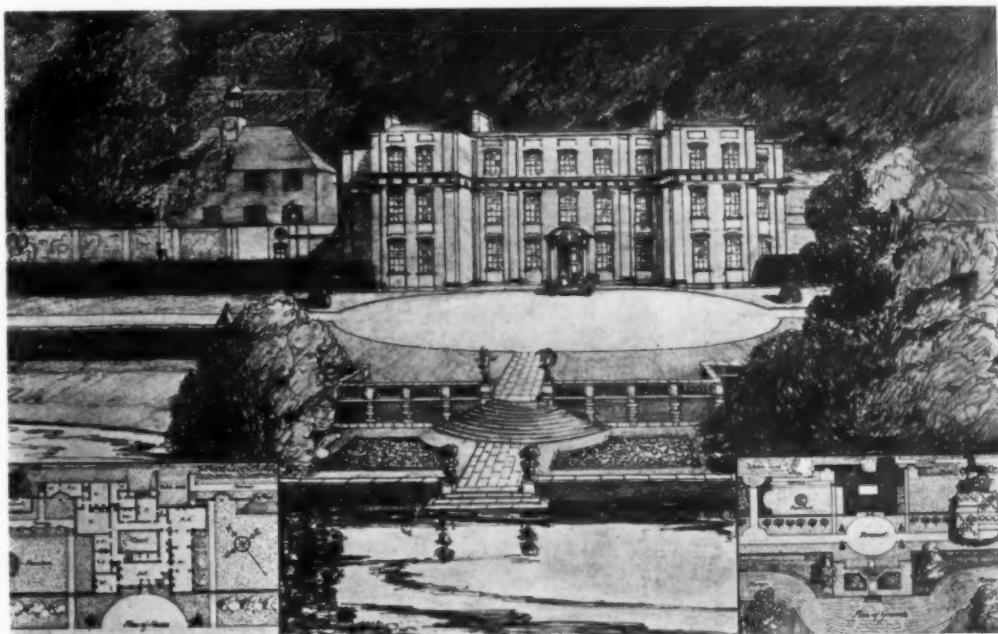
a North Italian manner reminiscent of Bramante. Considerable interest is likely to be taken in three designs sent by a well-known firm of Canadian architects, Messrs. Darling and Pearson. Two of them show an architectural tendency much more marked in America than in England, viz., the influence of the Paris Ecole des Beaux-Arts. Two out of the three drawings show an insurance office and a bank, both interesting exercises in the Neo-Grec manner. There is not lacking a belief that this influence, if it becomes strongly established in England, is likely to destroy our supremacy in the more traditional treatment of English work. However this may be, the third design by Messrs. Darling and Pearson, a club-house at Toronto, which is an affair of bays and gables, shows that that manner is very imperfectly understood in Canada. Probably Colonial architects would be better advised to seek the development of their design on the more rigid classical lines which depend rather on a grasp of scholarly design than on that elusive sense of material which is of the essence of the best traditional work.

Mr. Percy Worthington shows an interesting and scholarly design for the new Arts Building at Manchester University. Among other collegiate work the new buildings at Haileybury by Mr. J. W. Simpson and Mr. Maxwell Ayrton are conceived in a grave and satisfactory fashion, but the same can hardly be said for the buildings at Oxford and Cambridge designed by Sir T. G. Jackson, which are not even interesting in their own fashion. Mr. Edward Warren shows the new building at Balliol College, Oxford, but it seems hardly so successful as is his Shelley House, Chelsea Embankment, which is a very spirited piece of work. In the design for King's College for Women (University of London), Mr. H. P. Adams and Mr. C. Holden have relied upon a very simple and reasonable treatment, far less arresting than we are accustomed to expect from the authors of the Library and Hospital at Bristol, but not on that account any less attractive. Mr. Lionel Stokes seems a little to have sacrificed the representation of his new quadrangle at Emmanuel College to the pleasure of seeing the building framed in a foreground arch, which occupies much of the drawing, and it is a little difficult, therefore, to appreciate the merits of the work. Various designs submitted in the



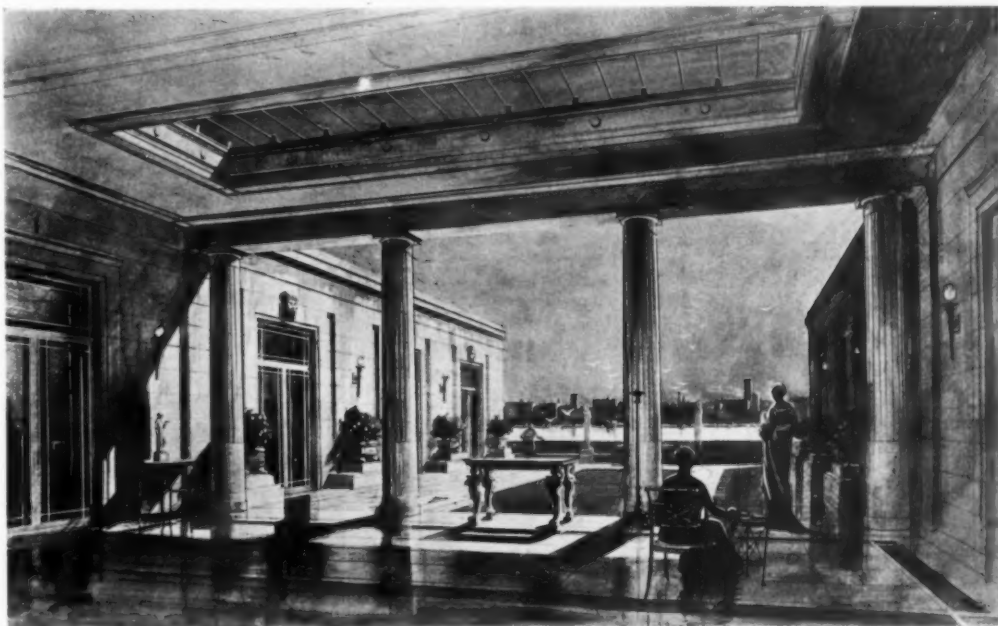
RUSH COURT, BERKSHIRE.

Detmar Blow & Fernand Billerey.



ALTERATIONS TO LOCKLEYS, HERTS.

Reginald Blomfield, A.R.A.



129, GROSVENOR ROAD, S.W.

G. and A. Gilbert Scott.



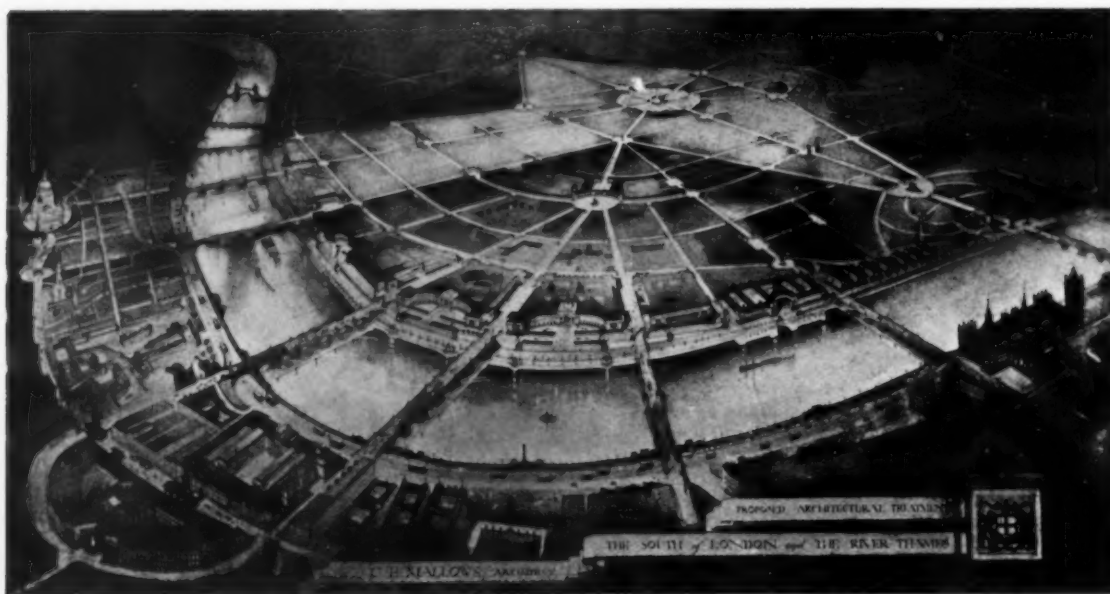
ARTS' BUILDING, MANCHESTER UNIVERSITY.

Percy S. Worthington.



KING'S COLLEGE FOR WOMEN.

H. P. Adams and C. Holden.



SCHEME FOR IMPROVING THAMES AND SOUTH LONDON.

C. E. Mallows.

competition for the Port of London offices are hung. Mr. Robert Atkinson's is interesting, Mr. Reginald Truelove's shows good draughtsmanship, and that by Mr. Lanchester and Mr. Rickards is shown by a brilliant drawing by the latter. Mr. George Nott's grave little design for a public office for Portland is now reproduced. The new building for the Faculty of Arts at Liverpool University by four architects, including Mr. Frank W. Simon, who is now busy with the Parliament House at Winnipeg, is a good and simple classical conception. Mr. Paul Waterhouse is in very Doric mood with his Prudential offices at Belfast. Among the designs of domestic work Mr. Reginald Blomfield, A.R.A., the scholarly President of the Royal Institute of British Architects, is represented by a drawing, now reproduced, showing the remodelling of Lockleys, Herts., and by a big, dignified house, Wretham, Norfolk. Mr. Ernest Newton, A.R.A., shows several houses which are marked by cultivation and restraint. An interesting comparison may be made between two Surrey houses by him at Kingswood and Burgh Heath respectively. They show how the omission of dormer windows brings a marked access of breadth to the design. This means a considerable sacrifice of floor space, and the comparison is useful as showing that a client cannot have the best of both worlds. If the maximum possible relation between floor space and cubic space is demanded, the architect is necessarily hampered somewhat in his effort to keep those unbroken lines which bring dignity

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to a design. Mr. E. Guy Dawber sends designs for a quiet Hampshire house in the Georgian manner. Mr. Detmar Blow and Mr. Billerey have gone back to Jacobean times for inspiration at Rush Court, Berkshire (wrongly called Wallingford Court in the catalogue). The great garden porch is a distinct echo of Cranborne, and it is a question as to whether the division of the front into six bays will work out altogether happily. The house is shown by an admirable drawing by Mr. Walcot, reproduced here, but the perspective of Woodcote, designed by the same architects, is rather gloomy.

Mr. T. E. Collcutt and Mr. S. Hamp show a design for a proposed pilgrims' hostel at Rome. It is very satisfactory, and is instinct with Roman feeling. Messrs. Unsworth, Son and Triggs send two perspectives of typical country houses, very



Walter Tupper.

CHURCH OF ST. MARY, HARROGATE.

employing English architects not infrequently. Mr. R. F. Johnston shows a large brick house built near The Hague, and no doubt it looks very well in its surroundings. England owed a good deal to Holland when our simple brick architecture, vaguely known as Queen Anne, was developing at the beginning of the eighteenth century. We are rather doubtful, however, about Mr. Stanley Hamp's design for the Chateau Courteuil, near Chantilly. Its half-timbered gables and general reliance upon the elements of Tudor design must make it look somewhat of a stranger in French atmosphere. We rather miss those exercises in tropical domestic architecture, of which there were several examples at last year's Exhibition, though there are good churches, such as Mr. W. A. Pite's for Sekondi and Mr. Beresford's for Uganda Cathedral. It would be a satisfactory thing if England, among its more important Imperial functions, could establish for tropical climates a reasonable type of architecture which is not based on imitation of scraps of native building. This is not the place to consider any of the vexed questions which have arisen with regard to the design of the new Delhi. There has been a good deal of controversy *in vacuo*, and critics would have been better advised to wait and see what Mr. Lutyens and Mr. Baker propose. Reference must be

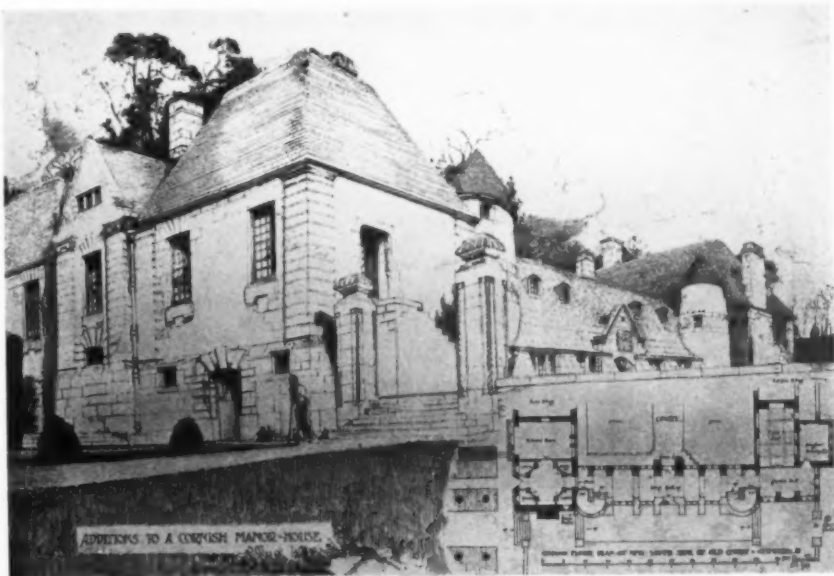


Lanchester and Richards.

DESIGN FOR PORT OF LONDON OFFICES.

admirably interpreted by water-colours of unusual charm, which look like the work of Mr. Walter Tyndale. Messrs. G. and A. Gilbert Scott are represented by a design for a loggia of a Westminster house, which is now reproduced. It suggests a charming outlook on to the Thames. Duff House, Banff, one of the most notable works of William Adam, the father of the brothers Adam, was, until a few years ago, one of the seats of the Dukedom of Fife, but was presented by the late Duke to the town. It is now used as a hotel, and Mr. Arnold Mitchell has designed additions to it. Assuming the necessity of making the two wings four storeys high, the design is very suitable, but it would perhaps have been even better if the wings had been at a lower level, or if the top storey had been treated as an attic. In all such works, however, the practical considerations of needed accommodation are apt to be regarded as paramount, and in the circumstances Mr. Mitchell seems to have got over the difficulty well. Mr. C. E. Mallocks shows by one of his characteristic drawings a pleasant stone-built house near Cardiff. One of the most attractive designs in the room is one by Mr. Philip Tilden for additions to a Cornish manor-house, which shows a fresh and interesting outlook on domestic design, and may fairly be claimed as an original conception, though it seems to owe something to the influence of Mr. Lutyens.

We may feel a certain insular satisfaction in seeing that foreigners recognise the English eminence in house design by



A CORNISH HOUSE.

Philip Tilden.



OFFICES AT PORTLAND.

George Noll.

made, however, to the designs exhibited for a technical college and a block of offices in Baroda. They are based on native design, and reveal sufficiently clearly how entirely preposterous such treatment may be when it is adapted to a modern plan. It can only be assumed that the Hanging Committee found space for these two drawings by way of providing a painful example of how modern buildings should not be designed in India.

Among the town-planning dreams which are stimulating the architectural mind to-day must be mentioned the scheme by Mr. C. E. Mallows for remodelling the area between Westminster and the City on both sides of the Thames, now reproduced. Mr. T. F. Davison and Mr. D. B. Niven have been working on the same problem, and show a suggestion for a southern Thames Embankment, a new bridge and an Imperial Senate House. It is well that these kites shall be flown, but when it is remembered that it needed a big agitation to provide that the Admiralty Arch should not be made futile for the want of a few thousand pounds, the need for an incurable optimism becomes apparent.

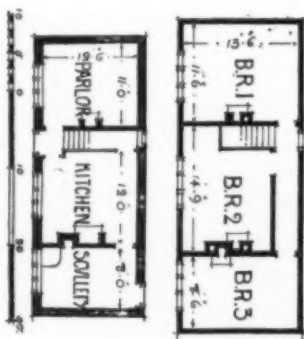
THE COTTAGE PROBLEM.

BY F. C. EDEN.

IT is only in dealing with small things, as William Morris pointed out in a famous passage, that the English genius feels thoroughly at home; and so it is that while its more serious efforts seem tame and insignificant after "all the grandeur overseas," yet our old cottages possess a strangely endearing quality which places them among the most attractive in Europe. They have set a standard which moderns find it very difficult to maintain, and they are being destroyed daily.

Our towns have long been vulgarised beyond redemption. Is it possible to save the villages? Mr. Lawrence Weaver is able to give an encouraging reply to this question in one of the best books on modern cottages which I have seen. "The COUNTRY LIFE Book of Cottages" (published by COUNTRY LIFE, 5s. net) covers the ground from the labourer's cottage to the retreat of the well-to-do week-end, which takes the place of the "cottage ornée" of the early nineteenth century. As one would expect from its provenance, the illustrations from the work of modern architects, are numerous and carefully selected. All lovers of the country must be grateful to the author for his untiring efforts to keep those who build in the narrow way of quiet and refined

design, and for his steady refusal to countenance that confused way of thinking which will have it that æsthetics are impractical. How is the rural labourer to be housed at an economic rent



SIX-ROOMED COTTAGE COSTING £190.

A. H. Clough.

without sacrificing the amenities of the country-side? This is the hardest problem that confronts the cottage builder. The evidence collected by Mr. Weaver only goes to confirm the well founded fear that if building prices and labourers' wages continue at the present rate, the problem is insoluble, and will remain so unless and until cheap capital is provided by a grant-in-aid or by some other means. For the present, then, we must submit to

the futilities of the 1909 Act, which had already distinguished itself a year ago by condemning 1,689 cottages as unfit for habitation, and causing 153 new ones to be erected. To-day the proportion is even worse.

Even under the most utilitarian disregard for appearances, it is found impossible to build cottages at a remunerative figure, and where conditions are normal a five-roomed cottage cannot now be built for £150. The well-meant but misleading Letchworth experiment has raised many false hopes, and it is only by building in batches of thirty or forty that the cost of reproductions of the winning design can be kept as low as £175. But "this wholesale scale," as the author remarks, "removes the cottage from the



A GROUP OF SIX COTTAGES AT ASHBY ST. LEDGERS.

E. L. Lutyens.

conditions of rural life and vitiates any comparison of cost." Given the existing rate of wages and cost of living, economics must give place to philanthropy or State-aid, and the labourer will have to be housed in the same indirectly remunerative way as coachmen, gamekeepers and other estate servants.

Though, as may be seen from the hundred or more plans which the author has brought together, even a workman's cottage gives scope for large variety, the plans are reducible ultimately to two types only, according to (1) the inclusion or otherwise of a parlour as the chief ground-floor room, and (2) the position of the chimney-stack, whether central or on an outside wall. Lay opinion is usually in favour of the central stack for the amount of warmth which it is supposed to conserve; but this position has its drawbacks, *e.g.*, it causes awkward proximity of doors and fireplaces in bedrooms—in one of the examples given the comfort of the bedrooms has been sacrificed to the determination to group all flues into one stack; another is that one bedroom will either have no fireplace at all or else will be a passage-room. There is a far more efficient way of using the waste heat of the cottager's fire than by making the stack central, and that is to form an air-chamber behind the kitchen range, fed with fresh air from outside. The warmed air is then led up a flue, side by side with the smoke-flue, and discharged on the stair or landing. By this means the whole of the upper part of the



Sir Ernest George and Venables.
LODGE AT ESHER.

cottage can be warmed by merely opening the bedroom doors, and at an extra initial cost of about five pounds.

I am not altogether of Mr. Weaver's opinion as to the desirability of providing a parlour, and doubt whether it is to be considered a "symbol of a higher standard of living." It seems rather to indicate the spread of a vice which makes poverty hopeless, and that is vulgarity. For real comfort the living-room must be

of a fair size, and to this end the plan must be free from useless complications, and divided up as little as possible. The stair will, therefore, rise directly from one of the rooms—it may, of course, be shut off by a door—and not from a passage, and the front door will open direct into the living-room without the intervention of a poky lobby. The old-fashioned cottage, with its large kitchen-living-room and washhouse-scuttery (containing a copper and sink but no fireplace)



P. Morley Horder.
CLAY LUMP COTTAGE, GARBOLDISHAM.

is to be preferred for many and obvious reasons to the modern parlour and kitchen-scuttery arrangement.

In building any kind of house one is bound to consider the manner of life of the inmates. For example, a deal of unnecessary fuss is made about the ventilation of rural cottages. Reformers, in their zeal for fresh air, forget that these country folk live outdoor lives, and spend, relatively, very few of the twenty-four hours indoors. What the cottager does require for health and comfort is warmth; and in order to make the most of the heat of his one poor fire two things are essential, *viz.*, low ceilings and small windows. Hygienic requirements are better met by lateral than by vertical extension; and whatever may be advisable in town dwellings, there is little excuse for obtaining increased cubical space in the country by making rooms lofty. The excessive window area provided in new cottages to comply with doctrinaire legislation is positive cruelty to those who cannot afford large fires or thick curtains; and what is the use of a law enforcing windows of a certain size unless supplemented by another requiring them to be open for so many hours a day?

After plan comes material, and with regard to building materials there is little to be said except this: unless a man use in the traditional manner those that are indigenous to the locality, his work, instead of growing into its environment, will remain a permanent blot on the landscape. Now that modern means of transport distribute cheap materials all over the country, the old vernacular styles of building are dying out, and are proving more expensive, at least in initial outlay, than the characterless cosmopolitan methods that have taken their place. For instance, when a man sets about a piece of cheap building, say, in the Cotswold district, does he construct his walls of native stone, with roof to match? Certainly not; he runs them up in nine-inch brickwork, roofed with the thinnest Portmadoc slates upon the market. It is the same everywhere. The oak framing and Horsham slates of Sussex; the flint and pantiles of East Anglia; the cob and thatch of Wiltshire are alike beyond his means, even if permitted by the

bye-laws. The craft of the "reed-thatcher and clay-clauber" is perishing in Norfolk, and the quarries which once produced the thick roofing slabs of Derbyshire and Yorkshire are dormant, if not extinct. It is true that brick walls can be masked by plaster and whitewash, but the roof—and in a cottage far more than in a larger building this is the part upon which the beauty of the whole depends—cannot be hidden. Whatever, then, the material of the walls, an effort



Unsworth, Son & Triggs.
A COTTAGE AT PETERSFIELD BUILT OF OLD MATERIALS.

should be made at least to secure a good native roof covering, notwithstanding the relative cheapness of Broseley tiles and Welsh slates. Thatch, it may be noted, is equally at home with Surrey tiles or Cornish slates, and is in fact local everywhere.

Perhaps the greatest merit in cottage design is a certain semblance of spontaneous growth, only to be obtained by the right use of the right materials, and by fitting adjustment of the building to its site; and this must be combined with that nest-like snugness which comes from low walls and small windows. Both qualities are well illustrated by the example from Ashby St. Ledgers, the designer of which has been content so to efface himself that the cottages scarcely seem to have been designed at all.

Mr. Weaver insists, very rightly, upon our duty to repair and not rebuild, even though the former may be the more costly operation. One hears a deal of grumbling about the damp and dilapidated conditions of old cottages, but it should not be forgotten that had they been built as flimsily as we are compelled to build

nowadays, there would have been no old cottages standing to admire and grumble over.

But since the days when these were erected whole classes have come into existence with standards of living far beyond that of the labourer, but yet requiring to be housed at moderate cost. The experiments at Gidea Park and the Hampstead Garden Suburb are interesting attempts to meet this demand so far as it concerns the Londoner. Illustrations of some of the more successful houses at the former show what a change for the better has taken place since people were meekly content with what the speculating builder was kind enough to provide.

The "week-end" cottage has acquired importance of late years, and much useful information upon the subject may be gleaned from the chapter devoted to the COUNTRY LIFE Architects' Competition for a holiday cottage. Some thirty of the designs submitted are illustrated and critically examined by the author, whose hints should prove serviceable to anyone about to embark upon a venture of the kind.

HOUNDS AT REIGATE SHOW.

ONCE more favoured by lovely weather, this great hound show, held last week at the usual picturesque venue at the foot of one of the Surrey hills, proved an immense success. Reigate, although it has attained great success in a very short space of time, is to be looked upon not so much as a rival as a coadjutor to Peterborough. It caters rather for the many packs in the Southern half of England, some of whom do not care to send entries so far afield as Northamptonshire. This year a fresh record was set up, and no fewer than twenty-three packs of foxhounds were to be found among the entries, including the Duke of Beaufort's, South Berks, Blackmore Vale, Burstow, Cattistock, Chiddingfold, Craven, South Dorset, Essex, Essex Union, Grafton, Hambledon, Mr. Hurt's, East Kent, West Kent, Lord Leconfield's, Ledbury, Oakley, Southdown, Old Surrey, Surrey Union and the Tickham. Nothing is more remarkable than the general improvement in the class and quality of the hounds exhibited since the inauguration of this show twelve years ago. This applies not only to the foxhound classes, but to those for harriers and beagles, both of which produced capital musters, eleven packs of the former being represented, while of beagles no fewer than seventeen packs were entered. The growing popularity of hare-hunting on foot is one of the most cheerful symptoms of latter-day sport. The great throng of interested spectators gathered round the beagle ring bore very eloquent testimony to the favour with which these little hounds are now regarded by a steadily increasing section of hunting folk.

Foxhounds were judged by Earl Bathurst and Lord Southampton, who for more than four hours were steadily engaged in making their awards. The gathering of country gentlemen and Masters of Hounds round this ring was certainly a remarkable tribute to the popularity of the Reigate fixture. The Duke of Beaufort, who showed many fine hounds and gained much success, was present throughout the judging. By him sat that veteran hound lover, the Rev. Cecil Legard, and many another familiar hunting figure was to be seen. As a whole, the foxhound classes were wonderfully good. It is to be noted, as a sign of good import, that what may be called the ultra-fashionable type of modern foxhound was not so much in evidence, or apparently so much in favour with the judges, as in former years. A certain school of hound breeders, in their zeal for "points," especially for bone and straightness and strength, have within the last score of years gradually evolved a type of hound which seems to us not of happy augury for the future of the modern foxhound. By this we mean the hound with too straight a shoulder, and with such an excess of bone in the fore limbs as to produce the appearance of coarseness and clumsiness. In some instances the animal has been bred to stand so over at the knee as to create the appearance of malformation or crippledom. Huge, misshapen club feet, far too much intoed, have been and are still to be seen at Peterborough and elsewhere. The results of this type of breeding are that the hound has actually a malformed foot, and the future race of English foxhounds is in danger of being seriously damaged by the perpetuation of such monstrosities. Excessive breeding for points is, in fact, as much a danger in the foxhound ring as it has been for many years past with other sporting dogs, especially among shooting dogs and the various races of terrier. Happily, we believe this danger is being realised by foxhound Masters and judges, and in future it seems probable that the unnatural and untrue type of hound will not find the favour or the vogue which for a short

time it undoubtedly has enjoyed. In Class I., for the best couple of unentered dog hounds, seven packs were represented. The Duke of Beaufort showed two very fine couples, of which Warrior and Wanderer, by Curraghmore Warwick out of Tawdry, were adjudged first. The Grafton Gulliver and Clansman were second, while the Cattistock Solitude and Anglican were awarded reserve. The winning couple are certainly beautiful hounds—Warrior, a light-coloured hound of old-fashioned type, both full of quality, of commanding size, great activity, and showing plenty of bone. There is a distinctive *cachet* about the Badminton pack, and these and the other hounds sent up from that great nursery of the foxhound were all excellent examples of the best type of English foxhound. It is to be noted that the Duke of Beaufort is not, apparently, an admirer of the extreme and coarse type of modern hound, upon which we have animadverted. He goes for symmetry, speed and power, and is not inclined to overdo breeding for "points." As the judges, both well-known Masters of Hounds, awarded the Duke's hounds during the day three first prizes, two seconds and two reserves, it may be admitted that they are of much the same way of thinking. The Grafton were a fine couple, big and good, but not showing the quality or style of the Duke's representatives. The Cattistock, awarded reserve, are of typical Belvoir type; they show great strength, but lack the quality and symmetry of the Badminton couple.

Class II., for the best unentered dog hound, brought a capital show from nine packs. The Oakley Sailor, a fine, commanding young hound, showing excellent quality, was adjudged the winner. Sailor is a grand type; if he has a fault it is that he is perhaps a shade too much over at the knee. The Grafton Gulliver—shown in the preceding class—took second prize, and the Duke of Beaufort's Warrior reserve.

In Class III., for the best entered dog hound from Kent, Surrey, Sussex, Hampshire or Berkshire packs, the Tickham Gambler was placed first, with the Craven Vandyke second and Chiddingfold Dayman reserve. Gambler is a Belvoir-bred dog of capital type; the Craven Vandyke, by Milton Glatton, is also an extremely nice hound.

For the best couple of entered dog hounds, the Duke of Beaufort again scored with Tancred and Forecast, two beautiful hounds of the best Badminton type. Grafton Nickleby and Nathan, a nice couple, were awarded second prize.

For the best entered dog hound, the Tickham Gambler and the Craven Vandyke were again to the fore, being placed first and second. The Duke of Beaufort's Fifer, which we remember as a very promising young hound and a winner, was placed reserve. He has thickened and let down somewhat more than we had expected.

The Championship Cup, for the best dog hound in the show, was awarded to the Oakley Sailor, whom we have already noticed.

The bitch classes were as worthily filled as were those for dog hounds. Among the prize-takers were the Duke of Beaufort's, Blackmore Vale, Ledbury, Oakley, Essex, Grafton, Chiddingfold, and Lord Leconfield's. The Grafton Rakish, a former champion at Peterborough and Reigate, took the cup for the best entered bitch hound, while the Championship Cup went to the Oakley Witness, a beautiful stamp, who had some difficulty in beating Ledbury Waitress. Altogether Reigate was a very great success, the numbers and class of hound showing once again a great advance on previous years. Lord Leconfield, the president, and his indefatigable hon. secretaries are much to be congratulated.

H. A. BRYDEN.

ST. GEORGE'S HILL.

IN that charming stretch of wooded hilly country near Weybridge, called St. George's Hill, there have now sprung into being at one and the same time, first, a fine golf course with its own club house; secondly, a country club, as it would be called in America, with seventeen acres devoted to beautiful lawn tennis courts and croquet lawns; thirdly, a series of sites of unsurpassed beauty for country houses, many of which have already come into existence. Alike in its magnitude and the opportunities that it brings to golfers, this is an unique undertaking. The golf course is to all intents and purposes complete, and will soon be opened—not in the experimental stage, but as a first-class course in first-class order. It is a really wonderful example of the tremendous tasks that the golfing "architect" essays and the skill and quickness with which he carries them out. Some year and a half ago, Mr. Colt, who has earned an unequalled reputation for this work, first planned the course in a then untouched wilderness of lovely woods. The work was energetically pressed forward, and even last winter the visitor could see down the green glades that led in every direction through the trees, the main outline and some of the details of the course. Since then tremendous strides have been made; the greens are ready to



Photo. by BUNKERS GUARDING THE EIGHTH GREEN. Bates & Son, Chertsey.

taneously take its place in the very first flight of inland courses.

Here is everything that the heart of the golfer could desire: ideal rolling country that gives a new interest to every shot, putting greens, not dull or flat as billiard tables, but full of those natural undulations that the greatest of architects could not imitate—heather and bracken that will compensate by their beauty for the necessary punishment they inflict on the erratic driver and the crowning excellence of an almost infinite variety, the whole being backed by magnificent trees. As is always the case with the best modern courses, the "one-shot" holes are a great feature, and Mr. Colt has devised some particularly blood-curdling ones. There are again some of those holes in which he excels, where the green is situated on a plateau slightly above the player, and can only be won by a brave and accurate shot. Yet no one need be afraid that the course, because it is very good, has been laid out only for scratch players. Mr. Colt is always particularly skilful in tempering the wind to the shorn lamb, and it is safe to say that all classes of golfers will enjoy a round at St. George's Hill.

They will, moreover, not enjoy the game for its own sake alone, for they will have hard work to keep the eye on the ball and not let it stray to the beauty of their surroundings. In the middle stands the large and comfortable club house, pleasantly situated in a big clearing on the crest of a ridge. At this central point begin and end two circuits of nine holes each, and no one who has had experience of playing on a popular course need be told that this is an admirable plan, since the golfer has the choice of two alternative starting places, to say nothing of the opportunity of refreshment—not to be despised in hot weather—in the middle of the round.

Then, as he wends his way down each of the wide glades—wider at almost every turn and twist of the course—he will find some fresh view to admire, not only of the firs or pretty silver birches close to him, but also of a big, blue stretch of distant hills.

All these pleasant things he will reach in a very short time if he comes from London, since the club house will be within a very few minutes' drive from Weybridge Station, while he will have them at his very door if he be one of the lucky people who have houses on St. George's Hill.

Never before in England has the golfer had the chance of living within easy reach of his work and yet in genuine and lovely country where he can ride literally for miles among the woods, play lawn tennis, swim in a lake, and have a really fine golf course at his garden gate.

A final noteworthy fact is that, although the estate extends to close upon one thousand acres, the whole is enclosed and will be maintained strictly private for the benefit of residents and members of the Golf, Tennis and other Clubs.



Photo. by Bates & Son, Chertsey.
TENNIS CLUB HOUSE FROM THE COURTS.

be putted on, the bunkers await, full of sand, the erring ball of the first golfer; what was a course in the making is now a course in being. Many good judges have already seen the course, and all are agreed that, skilfully laid out as it has been in the most perfect sandy country, it will instan-



Photo. by Bates & Son, Chertsey.
THE TENTH FAIRWAY.

J. HARRIS.

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equals in the magnificence of its tonal appointment and in its appearance the great cathedral organs, but it possesses powers of expression far greater, and, in addition to its organ tones, it contains the sweetest voices of the ancient and modern orchestra.

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HER MAJESTY THE KING

A SUCCESSFUL DOG SHOW

MORE fortunate than usual, the Ladies' Kennel Association had two brilliant days last week for its great show at the Royal Botanic Gardens, and all the arrangements worked smoothly in consequence, without causing anxiety to Miss

Desborough and the committee, who were indefatigable, and are to be congratulated upon the success of their efforts. Benching and feeding being in charge of Spratt's, it goes without saying that these were satisfactory. I can never recall such a numerous entry of bloodhounds at any general show, and Mr. Unwin was kept busy for several hours. He made the champion dog to be Mr. R. Clarke's Champion Old Ship Usher, a hound excelling in body properties, followed by Mr. Mangin's Hordle Laertes, whose head is a picture. His front is also plumb true. A little more size would have made him hard to beat. Mrs. Edmunds' Ledburn Beau Brummel, third, has a beautiful head. The bitch challenge prize fell to this lady's Ledburn Binnacle, an evenly-balanced hound with the right character. Second to Mr. Moore's fine puppy, Endeavour, who, now she is through distemper, should soon be a champion. Third, Mr. H. Desborough Dobson's Ada of Brighton, greatly excels in head, but wants to thicken in body. The champion greyhounds were easily placed in Miss D. Beadon's raking big St. Blaise and Gertrude Lady Decies' Scotswood Sylph, a bitch with a grand outline.

Deerhounds brought out nothing new, the best being Mr. Gibbins' Macduff and Mrs. Audsley's Corra Linn. Mrs. Borman's Borzoi, Champion Ramsden Radium, is well at the head of the dogs now the great Rajah has gone, and Mr. A. Ashton's bitch, Pavlova of Addlestone, followed up her victory at the specialist show in April. She has fine quality and size. Typical Irish wolfhounds were at the head of the sexes in Mr. Everett's Champion Felixstowe Gelert and Dr. and Mrs. Fisher's Lindley Lupin. Mr. Hamilton Adams' Ivo Ethna, first limit, has plenty of size and substance. Great Danes were old friends, open dogs being a duel between Mr. Whitley's Champion Primley Prodigal and Miss Dickinson's shapely fawn, Champion Rupert of Rungmook, the verdict going to the brindle, a dog hard to get away from. Mrs. Fielder's fine harlequin, Brutus of Lockerbie, had a good day also. In bitches there was no overlooking the Hon. W. B. Wrottesley's harlequin, Champion Stella of Seisdon. The open dog class in rough St. Bernards was a good one, with Mr. Stocken's and Miss Samuel's Champion The Ende of Sussex, Mr. Martin's Whiteman and Mr. Knott's Bayard of Devon, placed as written. Mrs. Berry's Champion Drompton Duke stood out in mastiffs, and Newfoundlands

were a triumph for Miss Goodall's Champion Gipsy Duke and Gipsy Baron. Mr. E. E. Turner was first in flat-coated retriever dogs with his stylish Defaidty Ben, and Mr. V. V. Davies scored with a very taking bitch, Birchdale Darkie. Golden retrievers were quite

respectable classes, Mrs. Charlesworth's Normanby Sandy once more leading. Colonel the Hon. W. Le Poer Trench took all the prizes with his yellow or Russian retrievers. Irish setters made an excellent section, Dr. Fuller being first in both open classes with Beau Brocade and Champion Maureen. Mrs. C. J. Cornish also did well with her shapely bitch, Dione.

Mr. C. A. Phillips had a heavy day among the spaniels, Cockers being noticeably strong. Mrs. Ralph Fytche's black, Hampton Marquis, was not only placed as the best Cocker, but he won the special for the best of the gun-dogs, reserve for the best of any in the show, the Duchess of Connaught's Bowl (already held by Mrs. Fytche) and many other honours. Another black, Miss Armstrong's Galtrees May, was the champion bitch. Hempsted Lucy Girl, Mr. Heymann's Clumber, was first in a mixed open—plenty of size, a free mover and good coat. Mrs. Rouse's Clareholm Primus and Messrs. Taylor and Swann's Champion Carnfield Queen were the best field spaniels, and Mr. Campbell Newington's team of Sussex cleared the boards. It is a pleasure to find Chows holding

their own so well, for much might be said in their favour. Both challenge certificates went to Mrs. Scaramanga's Sen Ho Kwhy and Oena Kwhy, and Mrs. Lionel Faudel-Phillips did well with her blue, Bluet.

If any reader is disposed to speak slightly of poodles let him take the first opportunity of running a careful eye over Mrs. Crouch's Champion Orchard Watchman and Orchard Flower Girl, and he will probably revise his opinion. The perfect manner in which they move, their splendid shape and carriage should appeal to a sportsman, and when we come to specialist details, such as profusion and texture of coat, colour of eye and shape of head, it is hard to find a fault, especially in the case of the bitch, who is a pure white without any trace of yellow. In foreigners Dr. Clutterbuck was first with Withean Lion, a well-grown, typical Pyrenean. The Hon. Florence Amherst filled an interesting class with her Gazelle hounds, graceful, dainty creatures, the best of which is Sultan. Lhasa terriers and Tibet spaniels were solely supported by Mrs. McLaren Morrison and Mrs. Wilmot Corfield. Major F. G. Jackson, who has seen much of Samoyedes at home and at work, selected Mrs. Kilburn Scott's



LEDBURN BARBARA.



VENUS FORTUNE.

Ch. Fang and Russolene for the chief awards.

Bulldogs were interesting because Mr. Horrax, an American, was judging. In dogs his task was easy, as he could not well pass over Mrs. E. Waterlow's Champion Nuthurst Lad, who also won the special for best dog in show. For a heavy-weight he has uncommon quality, his bone is great and head properties are uncommonly good. He might carry his tail a bit lower, but that is a minor consideration. Open bitches were more puzzling, and the order of the first four might easily vary according to the taste of the individual. Mr. Woollons' Champion Roseville Blaze has always been a favourite of mine, owing to her splendid character all through. She looks a bulldog all over. Perhaps her eyes could be improved with advantage. Mrs. Sturgeon's good little light-weight, Oak Nana, has often been described. Mr. W. Crabtree's Columba Rose is another good one. It came as a shock at first to find Champion Felton Comet reserve, but the good bitch was fat, and by no means looking her best. Miniature firsts went to Miss W. K. Whishaw's Champion Uxbridge Match Cup and Mr. E. A. Mills' Champion Uxbridge All Trumps, Lady Kathleen



HAMPTON MARQUIS.



MATFORD BLOOM.

continued her victorious career, Lady Alexander with Champion Ballochmyle Priscilla, Miss E. McCheane with Adel Ivor, the Countess of Aberdeen with Champion Aberdeen Mike, and Miss A. Whistaw with Storm Cloud were the champion winners in Skyes. Cairns were simply splendid, and glancing over the little beauties on view last week made it somewhat difficult to visualise again the heterogeneous assortment of three or four years ago. Mrs. Alastair Campbell's sterling little Champion Gesto remained at the head of his sex, while Lady Sophie Scott's Champion Tibbie of Harris was the bitch champion. Mr. W. L. McCandlish with Ems Quisby and Mr. J. Deane Willis with Champion Bapton Cheryl achieved most distinction in Scottish terriers. In Swaites' class Mrs. Lionel Portman has a West Highland bitch who seems to be fairly on the way to her full championship. She made a good beginning last week. Another puppy to score a challenge win was Mr. Brumby's Irish terrier, Gedling Tipperary, that for bitches again going to Miss Lillian A. Paull's Poplin. Mr. Harry Jones was receiving congratulations on the victory of his home-bred Sealyham, Peahill Punch, in the



THE CHIEL.



SULTAN (GAZELLE HOUND).



COLLARETTE OF PAIGNTON.

Pilkington being second in each case with Chevet Charlie and Champion Chevet Sarah.

THE TERRIERS.

The Duchess of Newcastle handled the fox-terriers with her usual decision, promptly spotting the good ones. Mr. F. W. Bright's winning smooth puppy, Witchery, by Orkadian, looks like going some distance when filled up. Mr. Redmond did best among the older ones with Diving Joe and D'Orsay's Donna. The dog has a long head, small, well-carried ears, short body and the correctest of fronts. The bitch is a clinker, marked "Redmond" all over. Wires were a bigger lot, attracted doubtless by the challenge certificates on offer, one of which was awarded Miss Lewis' good puppy, Wireboy of Paignton. Miss Hatfield also brought out another youngster of high class in Morden Badminton. Mr. H. H. Wilson's Wrose Collar Boy headed the open class with Mr. Redmond's Dusky Collar in attendance. What a lot of variations we are getting on "Collar" as part of a terrier's name! Messrs. Crawford and Perrin's stylish bitch Gypsy Moth

keenest of competition. Mr. S. Roach's Crundall Mary was the chief bitch. Perhaps Welsh terriers will come into their own some day. Not showy, it is true, they still have sterling merit, and much in their favour is it that most of them have coats of a decent texture and length without calling for manipulation. At the Botanic Gardens the entry was small, Mr. Walter S. Glynn sending the best in each class. Bedlingtons have suffered from the tendency to put on too much fleece, and until a radical improvement is made in the coats it seems almost hopeless to expect them to make any considerable progress. Otherwise there is much to commend them, and anyone in search of a game dog that looks different from others might very well seek no further. A mixed open class brought to the front Mr. E. Burcher Aylward's Sperkeforde Jackanapes.

Dachshunds have changed materially for the better during the last few years, the heavy, sluggish, houndy type of dog being replaced by a more active terrier-like animal, of which Captain and Mrs. Barry's challenge winning dog, Bumpting Ben, was a useful example. Low to ground, shapely, and perfectly sound, he has nice little ears also. A. CROFTON SMITH.



BAYARD OF DEVON.

NEW FEATURES OF THE MILITARY TOURNAMENT.

IN the Military Tournament now going on, as is shown in these sketches, a great change has come over the methods of training in the last two or three years. Everything has become a great deal more realistic and practical, though there still are, and always must be, anomalies which cannot be entirely deleted from sham encounters. The desire to eliminate unreality as far as possible has led to the abolition of mixed combats, by which I mean bayonet *v.* sword or lance (mounted). These combats, which generally ended in favour of the man on foot, were absurd, because the cavalryman was prohibited from using his best weapon, namely, his horse. It was found that if the mounted man utilised his horse at fast paces, the impact from sword or lance, when he did get home, was so great as to lead to serious injuries to the infantryman in the form of concussion or damaged ribs. The cavalryman was therefore restricted to the walk or trot, and the man on foot had it all his own way. It was many years before the military authorities seemed to realise the absurdity of the conditions which eventually led to their extinction. Nowadays combats consist of bayonet *v.* bayonet (either individual or team combats), foil *v.* foil, épée *v.* épée, sabre *v.* sabre, or sword *v.* lance (mounted). To show that the unreal cannot be excluded from sham fighting of any kind, take bayonet *v.* bayonet. In a real fight men would naturally at close quarters use the butt, but for obvious reasons this cannot be done in the arena. Again, the sword bayonet has an edge, yet hits are only counted "when fairly delivered with the point." Moreover, "a hit on the hand is not counted," regardless of the fact that with sharpened weapons this would mean the disarming of your opponent. There is a reason for this apparent anomaly, however, which is, that the whole object of modern training is to encourage men to take the initiative and attack! attack! attack! If glove hits were allowed, men would be apt in combat to fence for points with their bayonets, trying to get glove hits, for example, instead of endeavouring to get home first, which with sharpened weapons and a real foe is the one and only requisite. In fact, "the most successful method of defence is a vigorous offensive" (or words to that effect) constitutes the rock bottom axiom of modern military tactics both in general and particular.

As an example of the practical changes in methods of instruction, the dummy-thrusting competitions. Most of us can remember the time when lemon-cutting, tilting at the ring, heads and posts, etc., were considered rational methods of increasing individual skill at arms. While granting that these required skilled horsemanship and a good eye and judgment of pace, they cannot have been of much use in teaching a soldier to slay his opponent. Dummy thrusting, on the other hand, is a very practical affair. These dummies, clothed in the regulation garments, stuffed tight with cotton waste, and fixed on a powerful spring, which gives to the impact, were invented by Lieutenant-Colonel Dietz, 7th

Dragoon Guards. Good horsemanship is an absolute necessity, owing to the positions in which the dummies are placed. A competitor enters the ring and, with his sword at the slope, jumps a fence. Eighteen yards further on, upon his right side, is the first dummy, breast high, representing a cavalryman. He must deliver his thrust vigorously, the target being a disc on the dummy five inches in diameter and coloured red. The next dummy is on his left (cavalry), and after delivering his thrust he must jump another fence and take another dummy on his right. He again jumps, takes a cavalry dummy on his left and then a prostrate dummy on his right. He then jumps another fence twenty yards further



DUMMY-THRUSTING COMPETITION: THE MOUNTED DUMMY.

on and completes his course, the time allowed being thirty seconds. Anyone who has seen beginners dummy thrusting will get some idea of the difficulties. Not a few recruits get their sword or lance knocked out of their hand at the impact, or leave their weapon in the dummy in endeavouring to withdraw it.

Nothing perhaps has changed more than the methods employed in mounted combats, not the least of which is that in "hits" with the sword, *points* only now count, thus ignoring the use of the sword as a cutting weapon. The reason is that it has been found in real warfare that a thrust always gets home quicker than a cut in the first place; and, secondly, that it is more deadly,



"ATTACK!"

as helmets, accoutrements and clothing all deflect a cut, or, at any rate, lessen the damage done by it, but seldom stop a thrust. Further, the wound from a thrust, however slight, generally touches a vital organ, and is always more difficult to heal, so that your opponent is disposed of and not able to rejoin the combatant ranks for many a long day. Moreover, in modern mounted combats the use of the horse is insisted on, and a fast method of fighting encouraged. The old method of circling round, slowly

cutting and thrusting, is the very last thing to be encouraged in cavalry fighting, the main principles being that a swordsman should keep his point directed on his adversary, attack rather than wait attack, after parrying an attack immediately return with the point and make every possible use of the speed and handiness of his horse. To encourage the use of both sword and lance, and to give the individual practical experience of both attack and defence with both weapons, "competitors will, as far as possible



SWORD AGAINST LANCE.

fight half the number of bouts with each weapon." As a matter of precaution, the lance may not be held at the engage, nor may it be supported by the bridle-arm, as both these methods give a lancer moving at speed such terrific purchase and lifting power that he might seriously disable his opponent. I might add that horses also wear masks, although hitting an opponent's horse is not allowed.

Mounted combatants, on entering the arena, are supposed to take post facing each other at forty yards' distance; but, as a matter of fact, at Olympia, owing to there being generally two pools in progress simultaneously, the actual space in which they fight is more like twenty yards by ten yards, and it is absolutely astonishing at what a pace men can manœuvre in this small space. At the word "Attack," the combatants put spurs to their horses and gallop to meet each other. To the onlooker they generally appear to hit simultaneously, and that they often do so, in fact, may be judged by the circumstance that the referee usually says, "Quarters," and they begin again, invariably with the same result! It is surprising, in sword *v.* sword, how seldom one sees a parry and riposte—a natural result of the desire to make points, and the military training which insists that to get home first is the important thing, but one which with sharpened weapons, would often mean



DUMMY-THRUSTING COMPETITION: THE PROSTRATE DUMMY.

the permanent disablement of the victor, as well as the death of the vanquished—so, at least, it strikes me!

In lance *v.* sword one sees very interesting fighting, and I was struck by the fact that the most successful exponent of the lance this year adopted the hit-or-miss method of fighting, by which I mean that he galloped at his opponent so fast that if his lance



SWORD *v.* SWORD (MOUNTED).

thrust was parried he was out of reach, owing to the pace he was going, of a return thrust by the swordsman. Every lancer who adopted a slower method of fighting was beaten by his opponent. A seven-foot lance at close quarters is a useless weapon, though extremely deadly at its proper distance. But here again, what might be termed "ring-craft" not infrequently crept in, and various little tricks of the trade, impossible in real warfare, upset the reality of the affair. For example, there was one man who, on being opposed to a lancer, always adopted a crouching attitude, keeping his mount almost motionless with its head well up, his own well down, and his sword across his face. He thus presented absolutely

no "target" to the lancer. Now, effective though this may be in the arena, in reality the lancer, on finding no man to aim at, would merely lower his point and hit the horse in the chest, hurling his adversary (who is motionless) into the middle of next week!

Ring-craft will always creep into competitions of any kind, and it is obviously difficult, unless the judges themselves have had very considerable personal experience as actual combatants in competition fighting, to put a stop to practices which, although against the principles desired, are still within the letter of the law. In my own opinion the case cited above could have been dealt with under the penalty rule of delaying the fighting.

POLO NOTES.

INTERNATIONAL POLO—THE AMERICAN AND ENGLISH TEAMS.

MR. ARMOUR, who is acting as our Special Artist for the purpose of sketching polo in America, in a letter accompanying the drawings received to-day, Tuesday, June 3rd, and dated May 24th, says that up to the time of writing it has been impossible to draw the American team owing to rain. "It has rained every day they had arranged to play." He adds that it was raining while he wrote, so that the prospects were gloomy. Since then, however, we know that the teams have played several trial matches, so that

Public opinion in America—and there is, thanks to a great extent to the interest inspired by International polo, a much wider interest in the game in America than there is in England—is undecided. The American spectator judges by results, and in a game which depends on the length of the score this is no bad plan. To the ordinary onlooker there is probably no very great difference between teams of first-class players during the struggle, nor in truth is there much, except in combination, which is a matter of practice and mental qualities. When goals are scored, then the real virtue of a team appears. Therefore we may, I think, follow the American example and conclude from the recent play of our side that our

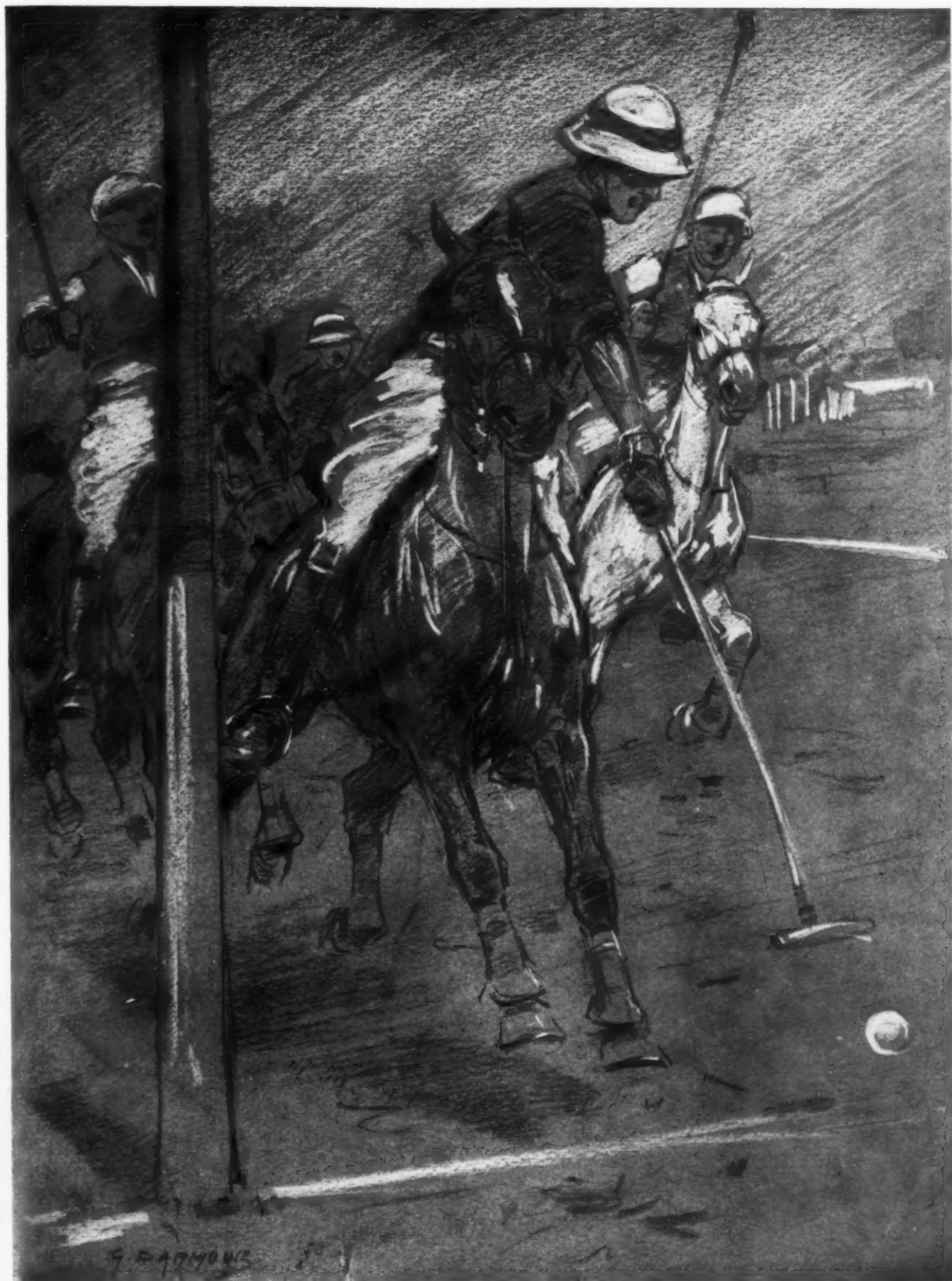


AT PIPING ROCK CLUB, WHERE THE BRITISH TEAM ARE LIVING.

Mr. Armour is sure by now to have had the coveted opportunity to draw the American players in action.

Polo is a very elusive game to write about, for from day to day changes come so quickly, and sometimes so unexpectedly. The England team, playing at Piping Rock last week, only just beat a scratch team of three Americans and Mr. Freake. Then this week they defeated a much stronger team by 11½ goals to 4½. No doubt the rain had something to do with this result. The English players and ponies have been this season well accustomed at Eaton to heavy ground. But I think we may hope also that our English forwards have found their true form, the most cheering feature being their shots at goal, which were both numerous and successful.

chances are improving. If the Americans do not put the old Meadowbrook side into the field, then that will add greatly to our opportunities of victory. I have great faith in Captain Ritson's conduct of an uphill game. Everything turns now on the power of the England forwards to combine and to hit. This, however, seems to have been attained, for all spectators agree that the English team gave a splendid exhibition of team play, and, even with Mr. D. Milburn against them, swept away the defence, and made 11½ goals, which is good scoring against even a scratch team of high class. It is significant of the correctness of our diagnosis of the team that they have determined to devote the next two or three days to the practice of goal-hitting, and will during that time



PRACTICE GAME AT PIPING ROCK: CAPTAIN CHEAPE HELPS A BALL THROUGH.

Play no serious matches. This is on all grounds a wise decision. Captain Ritson was evidently satisfied with the progress of his team, and there is the danger of staleness and over-training, especially in a strange and exhausting climate like that of America. An "easy all" now and then is as useful in polo as in rowing.

THE 20TH HUSSARS AT RANELAGH.

Another surprise has awaited us in the case of the 20th Hussars. Since their defeat by the Royal Automobile Club they have found their form, and they have been playing with immense dash and confidence, and with a combination but little short of perfect.

This was by far the best match of the Saturday afternoon, for, as it turned out, the final of the Social Clubs Cup was rather a one-sided affair. The Quidnuncs, a most successful team so far, were the opponents of the Hussars, but the latter won from start to finish. They had pace, combination, attack and defence, and to this Mr. Soames, the back, contributed. It is almost impossible to ride him off. He can meet the ball on occasion with success. Moreover, the condition of the team was excellent. They stayed well to the finish, and this is going to be a great factor in the success of teams in the future. This game, of course, alters the prospects



AMERICAN FASHION IN CLOTHING: SOME OF MR. WHITNEY'S PONIES.

of the Inter-Regimental; but the 5th Lancers are just such another team as the 20th, though, being younger, their style is not so finished; moreover, the 20th could perhaps beat the Lancers in horsemanship. It is interesting to note the great influence that the improved teaching at the Cavalry School at Netheravon is having on polo, and how better horsemanship has led to the supremacy of Service polo. Civilian players will have to go through a school course. It is quite worth noting how few the civilian first-class players were and how almost all of them were noted horsemen. But while many men can ride, I have always been struck with the number of men who love sport and have been brought up to it, who either do not ride at all, or do so only moderately well. The Royal Horse Guards last year and the 20th Hussars this are object-lessons on the value of horsemanship in a team. The 20th Hussars showed again how good their regimental system of polo must be, Major Cawley, Captain Mangles, Captain R. Osborne, and Mr. H. Soames actually defeating the Woodpeckers—Colonel Pitman, Lord Dalmeny, Mr. W. S. Buckmaster and Captain Lloyd. As usual, the Woodpeckers played a disappointing game. But though it will be noted, that the Hussars had not their usual No. 3, their combination was no less perfect than on Saturday, and they beat the Woodpeckers quite easily.

THE WHITNEY TOURNA- MENT.

The value of the handicap in giving an interest to polo comes out very strongly in the Whitney Cup. This tournament is a handicap played on the exact handicap scale of points as laid down by the Hurlingham Handicap Committee. Whatever we may think on other matters, the Hurlingham Handicapping Committee

have done their work well. The chief interest of such a tournament, which practically includes all the best players of the day, lies not so much in the semi-finals or the finals as in the individual matches between teams of our best players under handicap. This tournament had an entry of fourteen reduced to eleven by the scratching of three teams. The first tie was played at Hurlingham last Monday between the Old Etonians—Mr. L. Hardy, the Duke of Westminster, Mr. R. Grenfell and Lord Rocksavage—and the Foxhunters—Captain Hopwood, Mr. H. Porter, Mr. F. A. Gill and Lord Stalbridge. The Foxhunters received two goals. It is very difficult to estimate polo form with anything like accuracy at the beginning of the season. Taking the two teams on paper and counting their ponies, I should have put the Old Etonians to give more than two goals to the Foxhunters. X.



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TWO INSURANCE PROBLEMS.

1.—THE MILITANT INCENDIARY.

WITH the rights of woman I do not intend to deal. For the wrongs of the Suffragette I hold no brief. At the militant I stand aghast as a harmless citizen contemplating the immense damage and loss of life and property which may accrue as the result of the actions of irresponsible persons urged on by those who incite to arson. One would naturally consider the risks of fire sufficiently numerous and the results so disastrous that no sane or respectable person would add to their number or help to bring about such serious occurrences. From the lively spark, the carelessness of servants and workmen, the inevitable accident and from spontaneous combustion, the damage done to property amounts to many millions of pounds annually. In looking through the accounts of one of our British Fire Insurance offices last week, I found that the claims paid in the year 1912 by that company alone amounted to over £1,600,000, and this in a normal year, before the militant adopted criminal incendiarism as one of their methods of warfare with full intent on mischief bent.

We have to face the fact that thousands of persons are determined on firing property anywhere throughout the country, quite regardless as to the owner being a friend or foe of their cause. It is, without doubt, a very serious addition to the risks of fire. Public buildings, private dwellings, corporation property, club premises and sports pavilions have already been visited by the militant, and considerable damage has already been done. In some cases the property has been hopelessly wrecked or entirely demolished, and the loss has, consequently, been extremely heavy. The inconvenience and delay occasioned by rebuilding or repairing the damage has been not only most irritating, but has occasioned further outlay during the necessary interval. It is quite a new condition of affairs with which we have to contend and provide against. The matter is of the utmost importance to the general public who are possessed of any property, either buildings or contents, which may be subject to destruction or damage by the risk of fire. It will be but small comfort to the owner of property who has suffered loss by fire to gaze on the ashes and realise that the law is actively engaged in tracking the culprit. Should the police be successful in finding the incendiary and in securing a suitable sentence for the wicked offence committed, it will not rebuild or replace the property destroyed nor find the necessary funds.

The new risk of fire introduced by the militant incendiary is one which can be met in only one way. It is unwise to watch and wait for the possible disaster and to worry as to how to protect against such an event. The time and expense in endeavouring to prevent the destruction of one's property would constitute a burden which would make life one continual series of daily strain and irritation, while the night vigils would bring about a nervous tension too terrible to calmly contemplate. It is a great blunder to allow the anxieties of property and effects to injuriously affect one's life and health. It is due to one's family, neighbours and one's self to consider personal health before personal belongings, and to do otherwise is to court a catastrophe worse than the one feared. Anxiety and action is no guarantee against the risk in question, nor do they provide a fund to make good any damage that may be done. Though one cannot guarantee immunity against the disaster, the distressing results can be provided for. The only wise way to secure ease of mind and to provide against financial loss is to take out an insurance policy covering this additional emergency and all the many previous risks of disaster by fire. One would come to the natural conclusion that, after reading of many recent fires caused by militant incendiaries, and of similar disasters from other causes which appear almost daily in our newspapers, all owners of property would take immediate steps to seek some means of protection against similar losses as serious as they are sudden. The uncertainty of a calamity has, however, a different effect on some, for while the possibility of fire appeals to many as a warning, bidding them take the advantages offered of covering the risk, on the other hand there are those who, while recognising the possibility of disaster, because of the uncertainty, either take the risk or constantly put off seeking protection until it is too late.

During the period of over two hundred years since insurance of fire risks was introduced, the system has become more popular, and the great experience in claims gained by the fire offices has enabled them to fix rates which are very low indeed, though at the same time remunerative. Each trade and risk has been classified, and the experience actuarially dealt with until it has been discovered that private dwellings can be covered for the insignificant

charge of 1s. 6d. per £100 value, while household goods and personal property therein can be protected at 2s. per £100.

There are many insurance companies taking from one million to three millions of pounds in premiums annually to cover fire risks alone. These companies have offices and agents in almost every part of the United Kingdom, and one would think that every property-owner would know where and how to obtain a fire policy in a first-class office, and would insure the whole of his property therein. It is, however, surprising to find a number of people who neglect or forget to insure their buildings, furniture, stock and other effects. Some do not know how to set about the matter and, instead of making enquiry, they do not avail themselves of the advantages offered and which are so easily obtainable. There are many who thoroughly believe in insurance and who take out policies on various properties, but who do not keep up to date as to the value of the property and the amount of insurance. There are continually buying more and better furniture, pictures and articles of value, but they forget to increase the insurance on their personal effects. One gentleman I knew had this pointed out to him, and on a careful valuation found he was only insured to the extent of one-third of the actual value of his belongings. When £1,000 will insure £1,000 it is unwise to be insufficiently covered.

With regard to buildings, many owners have had the same policies in force for twenty-five years or more. This is doubly unwise. In the first place, the companies frequently take into consideration the age of the policy when a claim arises and deduct percentage accordingly for depreciation by age. Again, the cost of building has increased considerably both as to material and labour. It will easily be seen, therefore, that an old policy will be but partial cover, and in the event of a fire the owner will suffer by deduction for depreciation, while the new building will cost considerably more to erect. Finally, I strongly urge all owners of property, irrespective of kind or value, to carefully look into the question of fire insurance periodically and systematically. Policies should be examined to see that all risks are covered and that the full value in each case is fully insured. New policies should be taken out every five or seven years, as this will not only be a check on omissions and valuations, but will, in the event of a claim, prevent loss by depreciation on old insurances. All policies should be kept together and be easily accessible. It is not wise to allow some policies to be at the bank, others with agents and solicitors, while some are retained at home. An intended inspection and necessary alteration is oftentimes deferred and forgotten because the document is not easily found and the enquiry as to its whereabouts is not immediately made. The most wealthy desire to retain their property, and although they may be able to meet a heavy loss without great inconvenience, it is not sound finance or true economy to run the risk of losing heavily by neglect. With those less well to do it is the utmost folly not to provide against a disaster which may at any moment turn comfort into misery and comparative wealth into utter ruin. A fire policy is a great source of comfort to the owner, and it behoves every property owner to avail himself of the protection offered on such reasonable terms. If the militant incendiary will, by adding seriously to the risks of fire, arouse a keen desire in all owners to become insured to the full value, she will have brought about an end which, while not justifying her criminality, will yet bring good out of evil.

2.—A CAPITAL INVESTMENT FOR INCOME.

ENGLAND, now the most renowned seat of industry, was not always thus active in pursuing her industrial speculations. Like every country in which early obstacles are great, she was retarded at the first outset in her career; but, like every country where difficulties are no more than enough to awaken salutary exertions and to create keen energy and an ambitious determination to surmount and succeed, she has finally taken a lead, and has left all her early competitors in amazement at her progress. Since the introduction and adoption of machinery she has become the first manufacturing country of the world, and in industry all are compelled to own that, though she has many envious rivals, hers is the place of pre-eminence among the nations. The many great industries which are carried on employ a vast amount of capital, and it is not difficult in so busy and wealthy a country to find remunerative and safe securities in which to invest large sums. The vast amounts of English funds, banks, corporation and county stock, commercial and industrial debentures, railway, tramway, tube and omnibus shares and the purchase of property in the shape of ground rents, houses or land, all offer opportunities for the investment of capital.

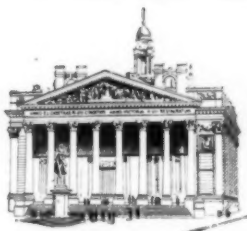


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There are many, however, who have great difficulty in finding a suitable means of investing smaller sums and of accumulating such amounts remuneratively for use in future years. While perhaps a minority of Britishers are spendthrift and careless as to the future, the greater number desire to practise systematic saving. To any observant person it is clearly apparent that untiring industry and a reasonable economy will generally produce a surplus of income. To find, annually, a satisfactory investment by way of specific purchase is not at all easy for the most experienced, and is a most difficult matter for those who are uninitiated in finance. For not only is there great trouble in finding just that property or purchaseable value to meet the funds to be invested, but practically all the investments are subject to a fluctuating value and generally a diminishing one, either by depreciation in price or through age, as in leasehold securities.

To those who have realised most vividly the paramount wisdom of laying up a reserve fund out of surplus income against the contingencies of varying fortune in the future, no better investment can possibly be found than endowment assurance. Many persons view life insurance as a contract which must be consistently subscribed to throughout life and from which they personally will receive no direct benefit. This idea may apply to a *whole life* policy, but not to an *endowment assurance*. There is nothing in the commercial world which approaches even remotely the security of an established life office. The safe lines on which all risks are actuarially reckoned and the immense funds which have been accumulated provide a guarantee of safety that cannot be found in any other financial undertaking.

Endowment assurance not only provides for the payment of a definite sum at death, but the policy guarantees the amount assured at an age fixed by the policy-holder when he originally takes out the policy. This system not only provides a fixed amount at a definite date, but limits the annual premiums payable under the insurance policy.

Common reason and humanity have considerable influence on mankind, and while humanity will lead a man to provide, by life insurance, for any who may be dependent upon him, so that his early death may not deprive them of the necessities and comforts of life to which during his life they were accustomed, common reason will cause him to effect this in a way that will also provide benefits for them and for himself should Providence favour him with a ripe old age. An endowment policy will serve both purposes and may prove an inestimable comfort in the resting years of life.

Most men look forward to a period when their business days will be over and their children will be provided for and well equipped to carry on their own battle of life. They think with pleasurable anticipation of the time when the nest-egg will be at disposal for the provision of necessities, or of comforts or luxuries for the balance of life remaining to them. When it is considered how easily and at what little cost this form of policy may be secured, it is not surprising that the majority of thoughtful people prefer this class of investment to any other.

Endowment assurance has become the most popular form of thrift. To show examples of the approximate cost of these endowment assurances the following table is given. Annual premiums for the assurance of £1,000 to be paid to the assured should he live a specified number of years, or to his heirs at his death, if it occur sooner, with participation in the profits of the company:

Policy payable at death or at age of				
	65	60	55	50
Age	£	£	£	£
30 ..	31 ..	35 ..	41 ..	51
35 ..	36 ..	42 ..	52 ..	69
40 ..	44 ..	53 ..	70 ..	—
45 ..	55 ..	71 ..	— ..	—
50 ..	74 ..	— ..	— ..	—

The number of annual premiums payable is found by deducting the age at entry from the age at which the policy matures. A person aged thirty-five insuring for £1,000 and profits payable at age sixty or earlier death would pay twenty-five annual premiums, and the amount assured would become payable to him by the insurance company on the anniversary of the day on which he first became insured.

These endowment policies possess a very special advantage which, when understood, overcomes the prevalent fear that, if through any unforeseen circumstances the assured is unable or unwilling to continue the annual payments, his previous payments will be lost through the lapsing of the policy. This class of policy cannot lapse after the payment of the second annual premium, but in the event of the assured desiring to discontinue his payments, the company will grant a fully-paid-up policy for a part of the sum assured strictly proportionate to the number of premiums paid. So that a person having taken out a policy for £1,000 payable to him in twenty years, and having paid ten years' annual premiums

thereon, would, on expressing his desire to cease paying any further sums, receive a fully-paid policy for £500 payable to him at the age originally specified or at earlier death. The profits or bonuses accrued on the £1,000 during the first ten years would be credited to the assured, and bonuses would, after the premiums had been terminated, be reckoned on the £500 assurance under the paid-up policy. The bonuses declared out of the profits of a first-class insurance office form a very substantial addition to the security offered and, if allowed to remain until the policy matures, will come to a considerable amount to be drawn with the original sum assured.

For instance, on an assurance by a person aged thirty for the sum of £1,000 payable at age sixty, the addition by bonuses would vary from £450 to £650. The question of bonus is one seriously affecting the value of the policy, and as the rate among first-class offices varies to so considerable an extent as that above quoted, it is highly advisable that those about to invest in an endowment assurance consult someone well acquainted with the various life offices who will not only be able to explain any points requiring elucidation, but who will advise as to the soundness of the life office and the company offering the best value for a given annual sum.

Another advantage is that after three premiums have been paid an endowment assurance policy has a loan value at any time, and the amount which a life office will willingly advance is substantial and is based on the sum paid in premiums and the bonuses declared to date. No charges are made for the advance which may be repaid at any time entirely or in part. A policy may also be surrendered for cash, though this is only done in the last extremity, as the assurance is a valuable fund and should not be readily given up when a temporary loan for a sum nearly equal to the surrender value can be easily and immediately obtained from the company.

The more one invests by way of life insurance the less will one have to pay in income and super-tax, and the life insurance premiums have been known to turn the scale, bringing the net annual income to under £5,000, thus entirely avoiding super-tax of 6d. in the £1. The amount saved in taxation naturally decreases the cost of an endowment assurance investment.

Finally, among the benefits of endowment assurance are: Systematic accumulation of surplus income; immediate family provision in case of death; a fund available for education of children; a capital sum for business purposes, partnership or improvements; a prompt loan for any unforeseen financial emergency; a nest-egg for temporary ill-health; and a substantial sum for the resting-time of life.

Reflecting men in all ages have a philosophy, and that philosophy cannot be put to better use than by the practice of timely thrift.

ALEX. JAMES MONRO.

POETRY AND CRITICS.

M R. EDMUND GOSSE, in his lecture on the future of French poetry last week, made the interesting suggestion that the poet's difficulty in the future is likely to be the discovery of freshness of language for the conveyance of his thought. The way of escape seems to be very plain. It is the custom of writers of verse, particularly of the youngest and most ambitious of them, to choose deliberately poetic diction. This means very often that they adopt as their own words that have been glorified by the imagination of great men in the past. By such means it is possible to make an exceedingly clever imitation of good verse—an imitation that will often deceive the very elect—but it is a wrong method. So, also, is that of Mr. John Masefield, who, recognising from his early experience that when he clothed his thoughts in the conventional language of poetry he escaped notice, rebounded to the opposite extreme and won for himself a popular success by using the language of the street for his lines. It is coarse and vulgar language, but that does not prevent his poems from selling; on the contrary, it seems to commend them. Yet in this he is as far wrong as is the man who "thee's" and "thou's" and adorns his sentences with words and even phrases from the purple patches of those who have gone before. Another aspect of poetry was treated almost simultaneously by Mr. Owen Seaman, who at a meeting of the Royal Institution read a paper on "The Art of Parody"—an art, by the by, by which he himself first came into public notice. A curious example of his dictum, that the subject of parody ought to be well known, may be found in the current number of the *British Review*. In a recent issue there was published in that magazine a parody of a poem by Mr. Masefield. The Editor says he considered it "both clever and critically useful." Unfortunately, many of the newspaper critics took it for a work of originality and novelty. Calverley, alone almost among parodists, was able to make fun as successfully of the known as the unknown bard. Perhaps in that respect he did not do better than Mr. Swinburne, whose parodies of Tennyson, Browning and "The Angel in the House," written in the poet's early manhood, have a wit and depth which the poet parodied could not excel.

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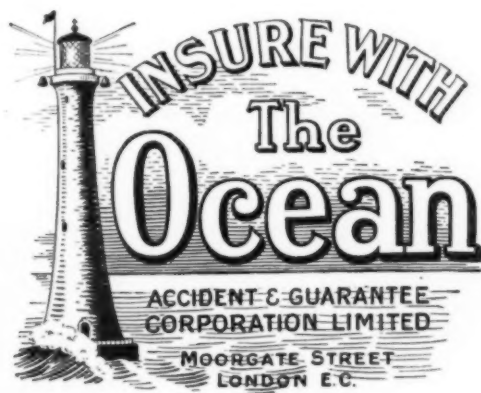


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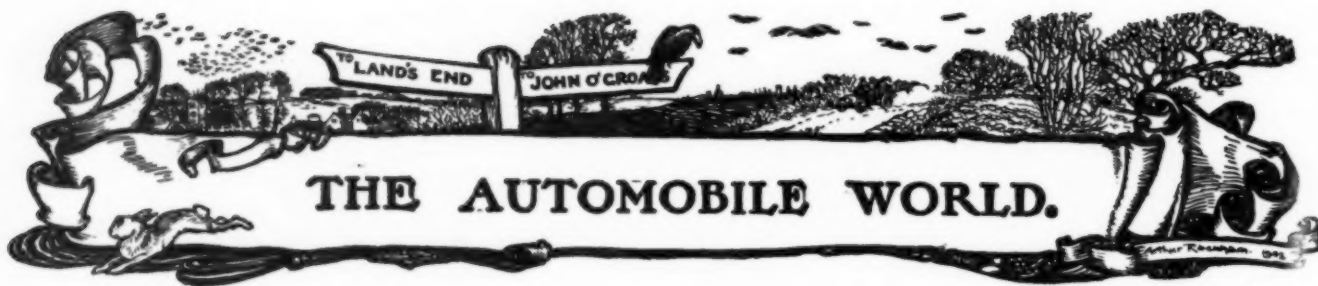
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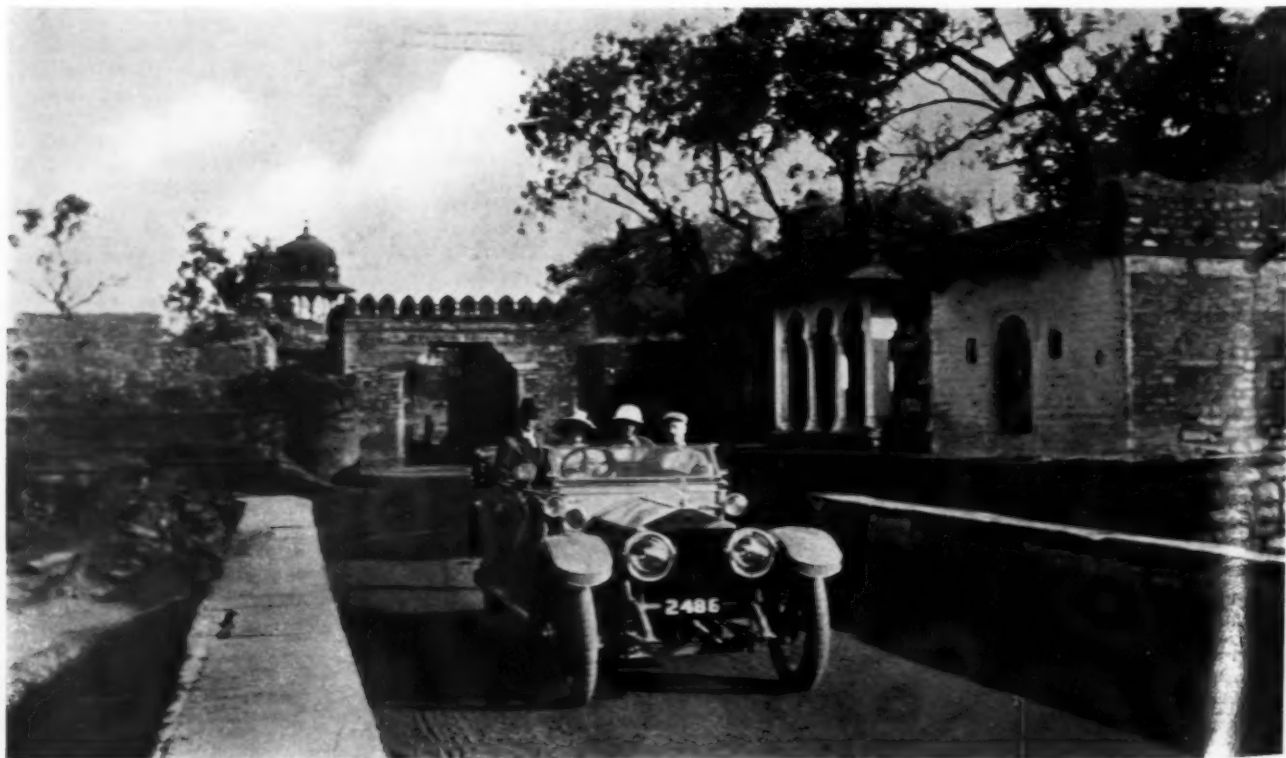
IT is difficult to understand why the London County Council continues to waste the ratepayers' money in repeated applications for ten mile limits, which are invariably refused by the Local Government Board. The evidence adduced at the enquiries has by now become practically stereotyped in character, and every fact bearing on the principle at stake has long ago been brought to light and the arguments on either side threshed out *ad nauseam*. If the Local Government Board has decided that a ten mile an hour limit can serve no useful purpose at Hammersmith or in Berkeley Street or at any other of the crowded spots where the L.C.C. have sought to have it imposed, there can hardly be any probability that a different decision will be arrived at in regard to Hyde Park Corner, which was the subject of the latest enquiry. The question at issue is whether or not a ten mile limit for motor vehicles where the traffic is congested and the cross currents unusually complex is likely to be for the general benefit of the public. The L.C.C. says yes, and the police, who know more about traffic regulation than anyone else, emphatically say "No," and are supported in their view by practically everyone who has studied the question seriously.

If the Hyde Park application were granted an equally good or bad case could be made out for hundreds of other places in the metropolis, and London would soon become a network of varying speed limits, each indicated by a multitude of signposts which not one driver in ten would ever see if he kept his attention fixed, as he should do, on the traffic. The opinion of the police is that scattered ten mile limits, each extending over only a short distance, could never be enforced, and if observed by traffic would merely lead to further congestion of the streets. When an arrested stream of vehicles is released by the constable on duty it is of vital importance that it should be allowed to proceed at as fast a pace within reason as possible. The strength of a chain depends on its weakest link, and there are traffic experts who declare that a ten mile limit round about Hyde Park Corner would almost double the congestion now so apparent in Knightsbridge, Piccadilly and Hamilton

Place. The witnesses who supported the recent application and stated that speeds of forty and fifty miles an hour were not uncommon in Knightsbridge and Grosvenor Place hardly helped the case of the L.C.C., as even if their estimates of speed were correct, which I venture to assert they were not, they constituted no argument in support of reducing the general limit from twenty to ten miles an hour. A driver who commits so gross a breach of the law can easily be brought to book under the existing regulations, and the probabilities are that the police, in such a case, would take proceedings under the furious driving clause of the Act and not depend on a breach of the speed limit at all.

When will something practical be done to relieve the congestion of the London streets? A Royal Commission has sat and given us its views. Now a Committee is investigating the matter afresh, and in due course will make another contribution to the mass of opinions which have been expressed on the subject at one time or another. In the meantime the state of London grows worse and worse and, given a fine summer, something like a crisis is likely to be reached in the next month or two. By general consent it is admitted that two remedies are available, the widening of the streets and the better regulation of the traffic. The former will cost vast sums and must take years to accomplish, but is probably inevitable in the long run. To make better use of our existing roads is apparently impossible unless the police are given wider powers than they possess at present, yet for some reason, which it is difficult to understand, no attempt is made to strengthen the hands of the Chief Commissioner. I would venture to assert that the authorities at Scotland Yard have long ago made up their minds as to what further powers they require in order to regulate the traffic in the best possible manner, and it would not take long to draft an Act and pass it through Parliament if the Government were alive to the urgency of the matter.

It would be easy to multiply illustrations of the present helplessness of the police where traffic regulation is concerned. There



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"THE TAILOR," February 7th, 1912.

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is the case of the recent experiment by the Westminster City Council in "one way" traffic. Two or three narrow streets which are largely used as "short cuts" were selected for the purpose of the experiment, and an attempt was made to induce vehicles to use them in only one direction unless their destination was a house actually in those streets. The idea was an eminently sensible one and would have made the streets in question safer and less congested without inconveniencing anyone. I believe that the police were entirely in sympathy with the experiment but were powerless to assist it by enforcing obedience to the necessary regulations. The only alternative was to erect notice-boards at the ends of the streets and trust to the good sense of drivers to observe them. The trust, unfortunately, has been misplaced, and an experiment which might have been extremely instructive has been a comparative failure. The attempt on the part of, I think, the Kensington Borough Council, to induce slow moving traffic to keep to the left and as near the curb as possible, has likewise been largely a failure for the same reason. The waste of road surface by stupid or surly drivers of horse, van and other slow vehicles, must be simply maddening to the police, who are constantly endeavouring to relieve the congestion of the traffic. It is safe to say that a marked improvement in the streets of London would be apparent within a week of the passing of an Act bestowing on the police a reasonable measure of authority in regulating the passage of vehicles of every description.

I was recently discussing the much-vexed question of durability with the manager of a large repair works through whose hands some thousands of cars of every conceivable type have passed during the past few years. He expressed the opinion that, given fair usage, a soundly-built modern car should run at least 80,000 miles before it ceased to be fit for private service. In other words, ten years is not an excessive estimate to place on the useful life of a good machine if the annual mileage covered does not greatly exceed 8,000, which is quite sufficient for the needs of the ordinary owner. On the other hand, my friend readily admitted that a great many cars reached the scrap heap stage before half that total distance had been run owing to bad handling and the neglect of cleanliness and lubrication. It is impossible to say what may be the actual limit of life of a car, as there are machines of ancient build on the road which have certainly exceeded the mileage mentioned; but the estimate of 80,000 miles as a reasonable length of efficient service coming from so experienced an authority should be useful in arriving at the amount that should be allowed for depreciation. This is an important item that is sometimes omitted altogether from motoring accounts, which are therefore apt to mislead the prospective purchaser. The usual practice is to write off 25 per cent. for the first year, and 20 per cent. for each succeeding year; but it has always seemed to me that depreciation should be regarded not as a fixed annual charge, but as an item of expense dependent on the actual mileage covered. In these days the selling value of a car depends more on its condition and less on its age than in the days when types were constantly changing, and there is no reason why an owner, who does not intend to change his car every two or three years or oftener, should write off a fixed sum annually irrespective of the distance run. If 80,000 miles be regarded as a reasonable limit of life, then it is easy to calculate the depreciation per mile. If the car cost, say, £500, the depreciation would work

out at 1½d. per mile, provided it was driven with reasonable skill and looked after properly. Without such care the actual depreciation might easily be doubled.

CELIER.

THE ALPINE ROADS OF FRANCE.

It will be a long time before the French Alps come by their own. Very gradually the touring public is being weaned from the hopelessly erroneous idea that Switzerland and the Alps are synonymous terms, and is realising at last that in Tyrol there is scenery as fine as anything in the Republic; and, what is more to the point, that Tyrolean roads are as far superior to the Swiss as the Portsmouth Road is to a farm track. But France is still left, by comparison, appreciably out of the running. I am not preaching to the converted, of course, being glad to know that an increasing number of car-owners tour among French mountain highways year by year; but there is a far greater number of those who might and would visit that delightful region if they had not so far failed to emancipate themselves from obsolete notions.

Without drawing any comparisons as to the relative attractions of Swiss and French mountains where the climber is concerned, to the motorist the latter are from every point of view supreme, for not only are they free of restrictions on locomotion, but the roads

are just as excellent as those of Switzerland. In fact, there are over fifty mountain passes in the French Alps which are *routes carrossables*, or carriage roads, and in almost every case they are scientifically graded and well surfaced. They offer, in fact, every inducement which could be held out to the motoring tourist. If he wants height, he may find in the Col du Galibier (8,399ft.) a loftier road than anything in Switzerland, and second only to the famed Stelvio, on the Austro-Italian frontier. Ten other roads might be mentioned which exceed six thou-



NEARING THE SUMMIT OF THE COL DU GALIBIER.

sand feet. If beauty of prospect be his objective, he will find on the Col du Lautaret what is admittedly (*vide* Whymper and Coolidge alike) the second finest road view in the Alps—that of La Meije; it is only exceeded in sublimity by the Orlier as seen from the Stelvio above Trafoi. But this is no isolated exception; the scenes of grandeur on French Alpine roads are many and superb, and no tourist need hesitate for a moment as to whether or not it is worth his while to embark upon a more or less comprehensive tour in their direction.

So much is there to be seen, in fact, that it is difficult to be eclectic amid such an embarrassment of richness. There is an automatic division, however, at the outset, according to the time of year at which the tourist proposes to betake himself to the Alpine regions of France. In winter, of course, the higher passes will be blocked with snow, and an occasional error on the part of those who journey to the Riviera by road is to assume that all the picturesque routes will be available, while still more common is the mistake made by those who have basked in the sunshine of a Rivieran spring, and who imagine that the same conditions will prevail at the summits of the lofty passes. A good deal is possible on the return, it is true; but what has chiefly to be guarded against is the possibility of a fresh fall of snow. A friend of mine, for example, who had reached Grenoble from the South, was anxious to see the Col du Lautaret, and was told, rightly enough, that the snow was hard and could be driven over. He made the ascent, but



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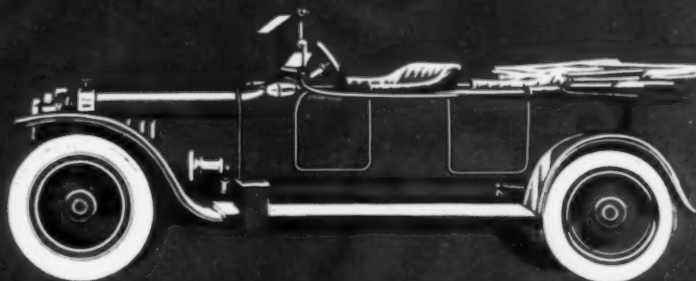
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during the night a fresh fall of snow occurred, and he was weather-bound for an inconveniently long period.

The position of the summer tourist is assured enough, so far as concerns the snow, but the sun is another matter, and unless he is capable of bearing great heat he will be well advised not to venture to the extreme South. At the same time, a motor-car is the coolest form of locomotion in hot weather, and a certain number of people do venture South nowadays for the sake of the scenery, the only difficulty of moment being the one of obtaining food and lodging; for the chief Rivieran hotels are closed in summer. On account of the increase in motor touring, nevertheless, more hotels are kept open all the year round than was formerly the case. For those to whom extremes are unwelcome, however, I should not recommend an incursion to the South after the end of May. The best time to start from England for a French Alpine tour is the middle of June, if continuous travelling be in prospect; if the holiday is to be a lengthy one, of course, one may start at any time and stay in lowland territory until the snows have melted on the higher passes.

Personally, I should drive right across France, through Reims and Dijon to Geneva, in order to cross the Col de la Savine and the Col de la Faucille; strictly speaking, these passes

in Tyrol, I would proffer the opinion that Chamonix is the most picturesquely centred village in the whole ranges of the Alps. Mont Blanc, of course, is the highest mountain, as every schoolboy knows, but its attendant Aiguilles and glaciers, with the famous Mer de Glace in particular, provide a glorious setting almost as remarkable as the monarch of the Alps itself. Especially striking is the general prospect from the Flegère, but in the way of single points of attraction the Aiguille du Dru, if seen at close quarters by moonlight, is quite without a rival.

There is now a through connection, from Chamonix to Martigny, in Switzerland, by way of the Col des Montets, the Tête Noire and the Col de la Forclaz, the Swiss portion of the route having been thrown open to motor-cars for the first time last year. The Tête Noire road, however, is only just wide enough for the track of one's car, while the Col de la Forclaz is very steep, with corners of exceptional acuteness. I crossed it many years ago in a horsed-carriage, but, owing to the embargo in force until June last, it was the last Alpine pass which I crossed by car, and I may say at once that it was in every way the worst. It is perfectly absurd of the Swiss to throw open this road merely because a railway has now been carried through from Argentière to Martigny, and close other roads which have no features of danger whatsoever. The



MONT BLANC FROM ABOVE CHAMONIX.

are in the Juras, not the Alps, but the point is immaterial. Both are splendidly engineered highways, of 3,248ft. and 4,331ft. altitude respectively, and offer an excellent breaking-in to more ambitious work to follow. The views on the descent of the Col de la Faucille towards Geneva and Lac Léman are magnificent in clear weather, and satisfying even if the day be hot, though the lake itself will not be visible. There is no absolute necessity to reach Geneva itself, as one may keep within the French boundary by turning southwards at Gex; but it is just as well to take out a Swiss triptyque before leaving England, and, in any case, one is not on Swiss soil for more than a few kilomètres. While at Geneva the tourist should on no account miss the opportunity of running out to Chamonix, over easy country if he proceeds by way of Bonneville, Cluses and Sallanches. A more picturesque route, however, would be from Bonneville to St. Jean de Sixt and over the Col des Aravis to Flumet, and thence over the Col de Megève. The Col des Aravis affords entrancing views of Mont Blanc, and as it has been traversed by motor diligences, I do not think it need be feared by the driver of an ordinary car; still, it is a less easy road than the Col de la Faucille.

As for Chamonix itself, I cannot speak too highly of its attractions, and though there are individual view-points which I prefer

preceding pass on the French side of the Frontier, the Col des Montets, is just as easy and well designed as the Tête Noire and the Col de la Forclaz are bad.

Returning to Geneva the tourist may drive southwards over the Col de Mont Sion to Annecy and thence to Aix-les-Bains, whence he may ascend and descend the Col du Chat for the sake of the view. Continuing to Chambéry, he will do well to avoid the *routes nationales* to Grenoble, of which there are two, and cross the intermediate ridge of mountains by way of the Col du Frêne, the Col du Cucheron, the Col de la Porte and the Col de Vence, visiting the erstwhile monastery of La Grande Chartreuse while on the second-named pass. The view of the valley of Grenoble, on the descent from the Col de Vence, is alone worth the choosing of this cross-country route.

From Grenoble a variety of excursions may be made, but the *pièce de résistance* is undoubtedly a journey over the Col du Lantaret, one of Napoleon's masterpieces. Though it rises from 68 ft. at Grenoble to 6,790ft. at the summit, the ascent is spread over 91 kilometres, and is nowhere difficult, while the road surface is excellent. At La Grave (4,888ft.), a favourite mountaineering centre, 11 kilometres from the summit, the view is obtained of the pinnacles of La Meije, referred to above, and the impressions it



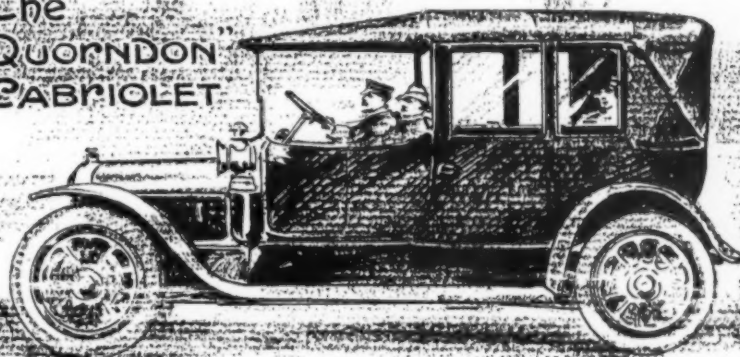
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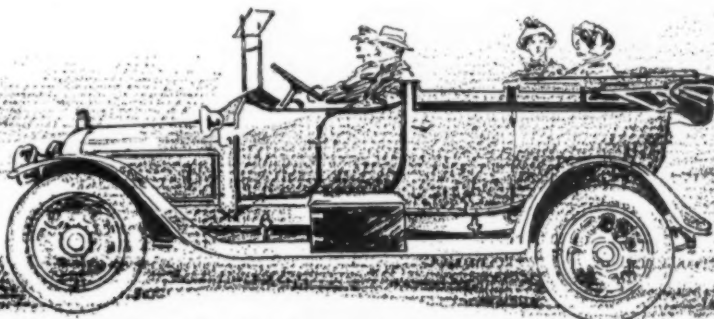
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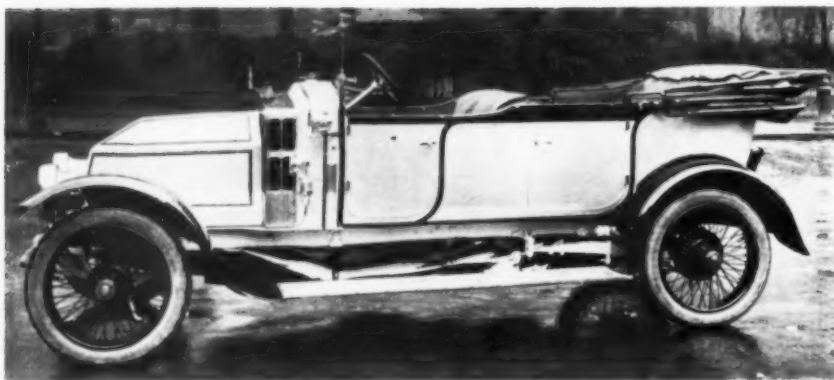
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Fitted to an 18—24 Siddeley-Deasy chassis.

leaves upon the mind are ineffaceable. The rise to the Lautaret summit is in no sense arduous, and is followed by a grand and picturesque run down to Briançon, 28 kilomètres, with a fall of 2,460ft.

Given a good car and a confident driver, however, the Lautaret road may be left for a time at a point 2 kilomètres below the summit in order to reach the Col du Galibier, which offers more expansive views than the Lautaret itself. It is a more adventurous drive, of course, than that over the main road, but is quite feasible. At the summit is a long tunnel, and, if this be passed through and the journey continued, the road will join the Mont Cenis Pass, on the French side, at St. Michel de Maurienne, 39 kilomètres from the junction with the Lautaret Pass. If the Galibier be ignored, however, or only run up and down on the Lautaret side, the car must be either headed for the Mont Genève, *en route* for Turin, or turned back for Grenoble, unless it is preferred to vary the return route and at the same time remain on French soil. In this case the road to Gap may be followed from Briançon by way of Embrun, and—avoiding the Col Bayard—the Col de la Croix Haute may be traversed, and from there the Col du Fau will lead to the original starting-point, Grenoble.

A run over the Mont Cenis Pass may strongly be recommended, especially if the road be followed right through to Turin. In breadth it is the finest of trans-Alpine highways, and even the zig-zag corners may be taken at a good speed, so liberally are they engineered. If it is not desired, however, to cross into Italy the tourist may at least make the journey with advantage from Chambéry to the summit and retrace his wheel-tracks.

The Petit St. Bernard is not worth attempting unless as a through route into Italy; the French Frontier is at Séez, where the picturesque portion begins, and a good deal of the road on the French side is in bad repair owing to railway operations being in progress. As a through journey, however, it is picturesque and worth the taking.



THE NEW 15.9 H.P. ARROL-JOHNSTON.
Equipped with "Automatic" hood and Austler front and rear screens

Most of the other available routes are too far south, but to those not afraid of a steep climb the Col du Vars, which is reached from Briançon, after crossing the Col de la Viste, will offer views of much grandeur, while the Col d'Izouard, in the same neighbourhood, is a picturesque but secluded highway, passing through the Valley of Arvieux, the inhabitants of which wear quaint costumes and have many customs peculiarly their own.

CHAS. L. FREESTON.

ARGYLL RECORDS AT BROOKLANDS.

ON May 27th some remarkably fine performances were put up on the Brooklands Track by a 15.9 h.p. Argyll fitted with the firm's well-known single sleeve valve engine. In view of the small size of the motor, of which the bore and stroke were respectively 80mm. and 130mm., the speeds achieved and maintained over very long distances were indeed astonishing. The Argyll's records must be grouped under two headings, since the car was out to improve upon the speeds in the Brooklands Cubic Capacity Class D, and also to lower world's records. Class D is open to cars with cubic capacity not exceeding 2,868c.c., and it is worthy of note that the Argyll engine was by no means up to the maximum size allowed, the cubic capacity being but 2,614c.c. In this class the records beaten were for 50 miles, 100 miles, 150 miles, 200 miles, and for each subsequent 100 miles up to 1,000 miles, while all the



A MAYTHORN LIMOUSINE-LANDAULET.
Fitted to a 30 h.p. Lancia chassis.

hour records from one to fourteen hours also went by the board. The records lowered in Class D had been established by the same Argyll car on May 19th last. To summarise the results we may state that the Argyll's average speed over 1,000 miles was 76.36 miles per hour, the time occupied in covering this distance being 13h. 5min. 45.68sec.

The world's records lowered by the 15.9 h.p. Argyll were for each hour between seven and fourteen, both inclusive. The previous best performances between seven and eleven hours stood to the credit of a 30.1 h.p. Sunbeam, while those for twelve and thirteen hours had been held by a 15.9 h.p. Sunbeam, which, on September 1st, 1912, covered 1,000 miles in 13h. 8min. 25.1sec., at an average speed of 76.102 miles per hour, and in thirteen hours travelled 987 miles 1,548yds., the average speed for the total distance being 75.99 miles per hour. The fourteen hours record beaten by the Argyll had been held for six years by Mr. S. F. Edge who, on a 60 h.p. Napier, in June, 1907, covered 938 miles 480yds., in that time at an average speed of 67.02 miles per hour. The Argyll's distance and speed from the seventh to the fourteenth hour were as follows: Seven hours, 544 miles 1,171yds. (77.81 miles per hour); eight hours, 622 miles 523yds. (77.79 miles per hour); nine hours, 690 miles 1,284yds. (76.74 miles per hour); ten hours, 766 miles 1,504yds. (76.69 miles per hour); eleven hours, 837 miles 598yds. (76.12 miles per hour); twelve hours, 914 miles

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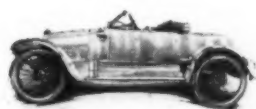
wrote this advertisement.



THE Armstrong-Whitworth Car which I have had over three years has covered between 30,000 and 40,000 miles, has never stopped owing to mechanical defect, and is still running well.

I congratulate you.

A. S.,
Helme Bank,
Kendal.



I purchased an Armstrong-Whitworth Car from Messrs. Golightly Bros., Sheffield, in the latter part of 1910. I have covered over 30,000 miles with it. I thought I would send the car to Golightly's Garage for them to examine, overhaul, and replace, or renew, any working parts showing signs of failure. Imagine my surprise when I heard nothing needed replacing or renewing, not even a nut. Really, I was told, it was equal to new.

Yours faithfully,
J. H. R. T.



I bought an Armstrong-Whitworth Car nearly two years ago and have accomplished 35,000 miles over all kinds of roads without a single mechanical stop. I think it a very fine performance.

Yours faithfully,

D. P.,
Pannard House,
Sevenoaks.



I took delivery of an Armstrong-Whitworth Car in March, 1911, and after running almost 20,000 miles I thought it might interest you to know how the car has behaved. Never once have I had a stoppage (tyre trouble excepted). The engine is running as quietly and as smoothly as the day I got the car.

During the latter part of last month it was my intention to have the car thoroughly overhauled, but after seeing the condition of the back axle and differential I at once saw that such a thing was unnecessary. Parts that I had expected to see showing signs of wear only appeared "polished" after all the work they had done. I have never had to renew a single part during the time, the plugs even being the original ones.

T. G. A.,
Newcastle-on-Tyne.



I take this opportunity of writing to tell you of my entire satisfaction with the Armstrong-Whitworth Car that I bought from you in October, 1909.

The car weighs in all about 28½ cwt. It has now run 28,500 miles over some of the worst roads in New South Wales, Queensland, and Victoria for hire work.

After doing 25,000 miles in 14 months I took the engine to pieces. Every wearing part throughout the car was found to be in perfect order, none of the gears showing the slightest sign of wear.

After using the car about 24,000 miles I was offered three-quarters of the original cost for it by a gentleman who had travelled with me and seen its wonderful power and durability.

A. F. D. W.,
42, Victoria Street,
Sydney.



I think I have given my Armstrong-Whitworth Car a good trial, and must tell you how pleased I am with her. She weighs 27½ cwt. I have run her over 7,000 miles. The tyres on the front wheels have never been changed and look good enough for another 1,000; the back tyres did just under 4,000 miles. I have not yet put a spanner to her and I may say she runs as sweet as the day I took delivery. The clutch action is quite smooth, she takes the drive and glides away with remarkable sweetness. The engine power is remarkable. The steering is very light; the springing is also very satisfactory. You are quite at liberty to refer any one to me or make what use you like of this as a testimonial.

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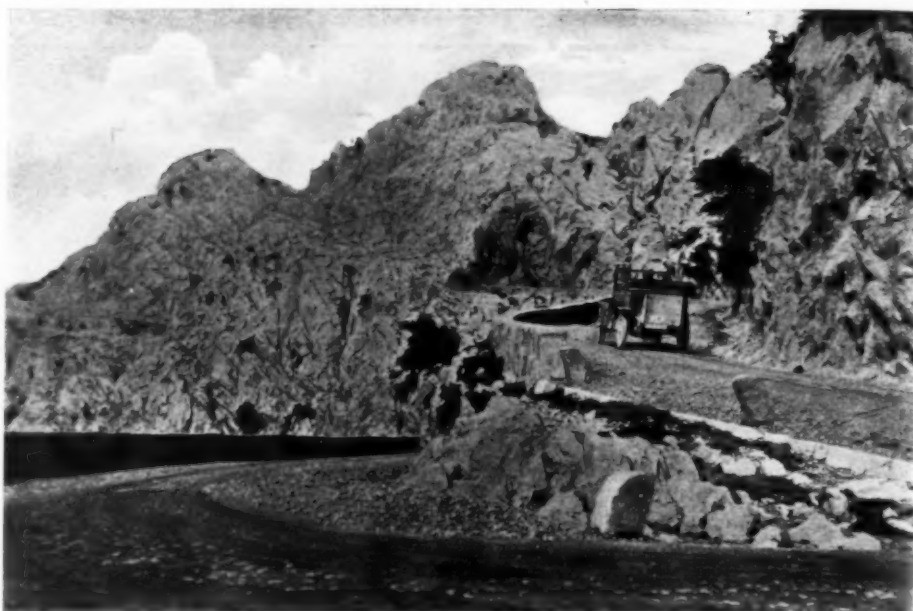
LONDON: 3, Blenheim Street, Bond Street, W.

MANCHESTER: 114, Deansgate.

604yds. (76.20 miles per hour); thirteen hours, 992 miles 483yds. (76.33 miles per hour); fourteen hours, 1,070 miles 57yds (76.43 miles per hour). The car was driven alternately by Mr. W. G. Scott and Mr. L. G. Hornsted. Application for the recognition as world's records of the Argyll's achievements between seven and fourteen hours will be made in due course to the International Federation of Recognised Automobile Clubs. Dunlop tires and Dunlop detachable wheels were used on the Argyll.

A TOUR TO THE NEAR EAST.

Year by year as roads and hotel accommodation improve, English motorists venture further afield with their cars when touring on the Continent. It is comparatively seldom, however, that the countries east of the Adriatic are reached, and it was therefore with considerable interest that we received from a correspondent brief particulars of a trip which included Bosnia, Herzegovina and Dalmatia. The party, which consisted of the owner of the car, a 20 h.p. White, and a friend and his wife, crossed to the Hook of Holland in the late summer of last year and ran to Passau, on the Austrian frontier, in three days. Thence the route followed included Steyv, the Prebiche Pass, Marburg, Agram to Kostajnica in Bosnia. The towns visited in Bosnia were Bernjöllicka, Jajce, Travnik and Sarajevo. Herzegovina was touched at Mostar, after which Dalmatia was entered and Spalato, Zara and Zengg visited. Fiume and Trieste were the next stopping places, whence a return was made by way of the Tyrol and the usual known routes. Our correspondent describes the roads as "quite good" in comparison with those met with on previous tours in South Hungary, Roumania and Poland. The hotels, on the whole, were much better than he had expected, and in a great many places they found Government



A WHITE CAR IN DALMATIA.

hotels which provided good accommodation. The country traversed our correspondent describes as "most delightful to tour in so long as one does not go with the object of simply making a good average on the roads. The car must be looked upon in such parts simply as a means of locomotion infinitely superior to the local train service." He adds that the White behaved splendidly and proved itself an excellent hill-climber and very economical to run. The only involuntary stops experienced during the 3,000 odd miles were for five punctures.

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As you know, I had Continental Tyres on my 45 "Daimler" Car, which I have used every day since they were fitted, having covered a mileage of well over 6,000 on these particular tyres. I had the three-ribbed type on all four wheels, and these are still in splendid condition and capable of doing from 2,000 to 2,500 miles more. The front tyres especially are in excellent condition, the ribs being scarcely worn, and certainly still retain their non-skidding propensities to the same degree as when first fitted. This car, I might add, has followed me in my flights on various occasions, and has attained a very high speed.

I, in common with several of my friends, consider the "CONTINENTAL" Three-ribbed Tyre as the best of its kind on the market.

Kindly let me have your early reply as to the sizes you recommend for the new car, and oblige,

Yours faithfully,

(Sgd.) G. W. HAMEL



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in this country and constructed a serviceable two-seated motor-car in England as long ago as the year 1895. He claims, in fact, that this machine was the first motor-car proper built in the United Kingdom, and, although there is at least one rival claimant for the same honour, it is unquestionable that Mr. Knight displayed exceptional inventive genius at a time when the science of automobile engineering was practically unknown on this side of the English Channel. Mr. Knight's latest production is a tire in the



A MUDDY ROAD IN THE NEAR EAST.

construction of which wooden blocks take the place of rubber. These blocks, which are arranged round the rim in two, three or four rows, according to the weight of the vehicle, are said to give remarkable elasticity, and Mr. Knight's system of construction has the advantage of providing for the easy replacement of a block should it be damaged by an obstruction on the road surface. As a matter of fact, it is claimed that the steel cleats with which the wooden blocks are reinforced materially reduce the risk of the wood splitting. The inventor hopes that these wooden tires, which,

it is estimated, will cost between a quarter and a third the price of rubber tires of similar size, will entirely do away with sideslip, since the wood should bite through the greasy layer on the road surface and obtain a firm hold beneath it. In conversation with a motorist who had witnessed some trials of Mr. Knight's tires, we enquired as to their effect on the surfacing material of an ordinary macadam highway, and were informed that practically no destructive action takes place. Experiments have been carried out

not only on a 9 h.p. Darracq car, fitted by Mr. Knight with a pair of wooden tires eighteen months ago, but also on a one-ton lorry purchased by a private limited company formed in the summer of last year to carry out further tests of these tires. It is definitely stated that at speeds well above the legal limit, over poor road surfaces, the comfort obtainable is quite equal to that provided by solid rubber tires.

HOME-MADE MOTOR SPIRIT.

Some interesting particulars have reached us concerning experiments which have recently been carried out with the object of obtaining from crude oils of various kinds a volatile spirit suitable for use with any standard internal combustion engine's carburettor. The new invention is said to consist of an apparatus, automatic in its action and occupying a floor space of but two feet square, for

distilling volatile motor spirit from paraffin, naphtha or coal-tar oil. By means of this "home still," which, it is stated, can be cheaply constructed, four gallons of crude oil can be converted within two hours, and at the very moderate cost of twopence for fuel, into three and a-half gallons of light motor spirit. The particulars to hand do not give us any information as to the manner in which this astonishingly high yield of spirit is obtained. It is scarcely too much to say that if the inventors can substantiate the claims which they put

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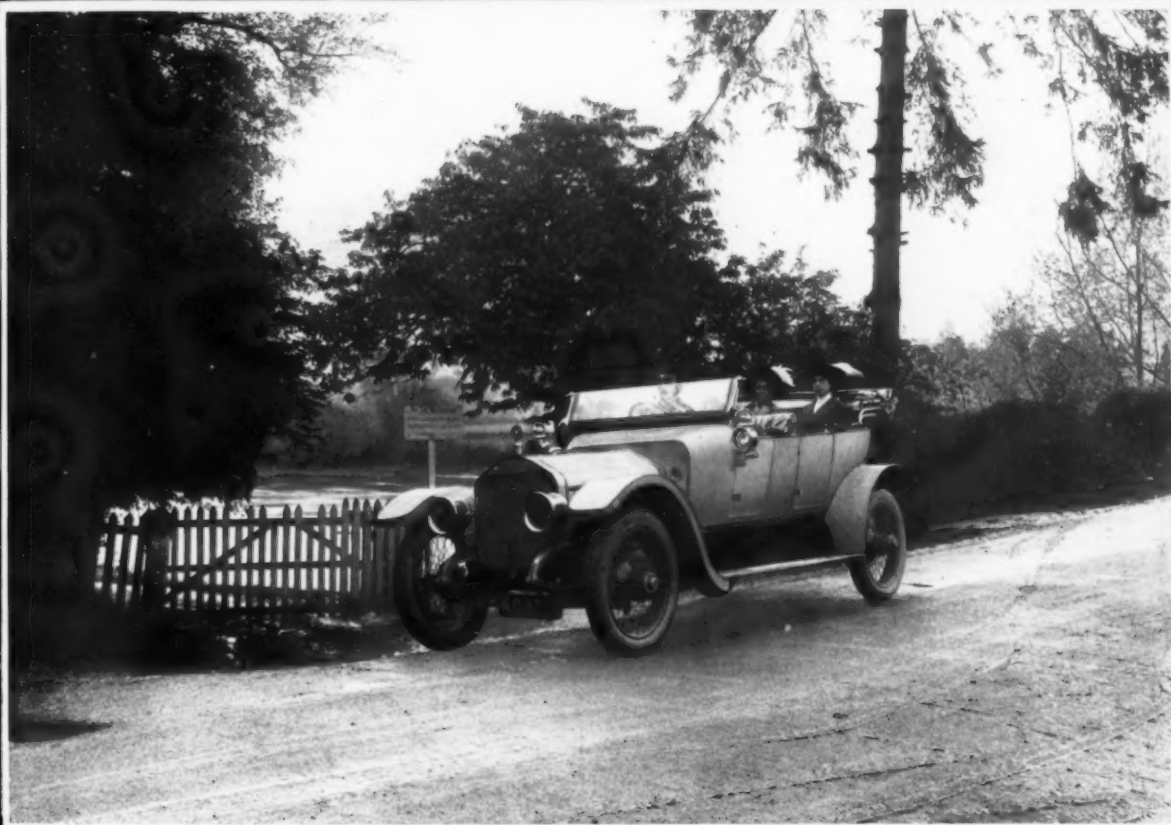
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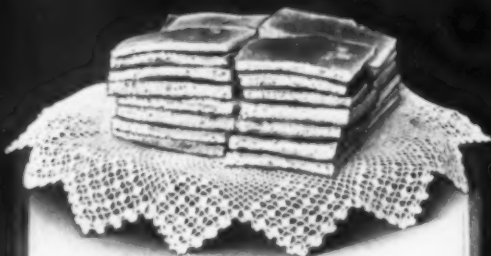
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MOTOR-CARS AT ASCOT.

The Chief Constable of Berkshire is anxious that publicity should be given to the special traffic regulations which will be in force during Ascot Week. Owing to the huge number of people who now arrive by road, no motor-car or other vehicle will be allowed to stand or park on the roadside on any road in the neighbourhood. After 3 p.m. a single line may be formed under the direction of the police at the side of the road from the Royal Hotel cross-roads to the entrance to the Royal Enclosure and from the Station Road to the top of the asphalt pathway to the station. All vehicles wishing to turn in the road between the Royal Hotel corner and the county police station must do so at the turning-place opposite the Grand Stand or at the cross-roads at either end, so as not to stop the traffic unnecessarily. All the motor-car enclosures at Ascot Heath have been leased by the R.A.C., and will be under the control of the club's officials. These enclosures are open to all motorists at charges ranging from 2s. 6d. to two guineas per car, and the accommodation in the unreserved parts is practically unlimited. Particulars may be obtained on application to the Ascot Department of the Royal Automobile Club, Pall Mall.

SOME UP-TO-DATE ACCESSORIES.

THE subject of accessories is a matter of perennial interest to the motorist, as, once the possessor of a car, there is hardly any limit to the opportunities now offered of increasing its convenience, comfort and utility. Nor is there any occasion to spend money on fittings of doubtful usefulness, as even the car which is sold "complete



A VICKERY LUNCHEON CASE.

and ready for the road" is never so completely furnished as to leave no opening for desirable additions to its equipment. The exact type of accessory to which an owner turns his attention depends, of course, largely on his personal tastes and also on the season of the year. At the present time the motorist is concerned mainly with his touring outfit, included in which should be luncheon and tea baskets. The makers have been quick to realise the special requirements of the motorist in this respect, and have provided cases which are compact in shape and arrangement and—what is of special importance—dust and rain proof as well. Messrs. Vickers provide a neat-looking luncheon outfit in a smart brass-bound case with a corrugated rubber top, and shaped as a footrest for the rear passengers. A Thermos flask for after-luncheon coffee and a box to carry the soiled cutlery are special features of this outfit, which can be had in two sizes, for two or four persons. A distinct novelty is a light and compact little tea-set for two, in which the necessary equipment fits into a brown cowhide bag



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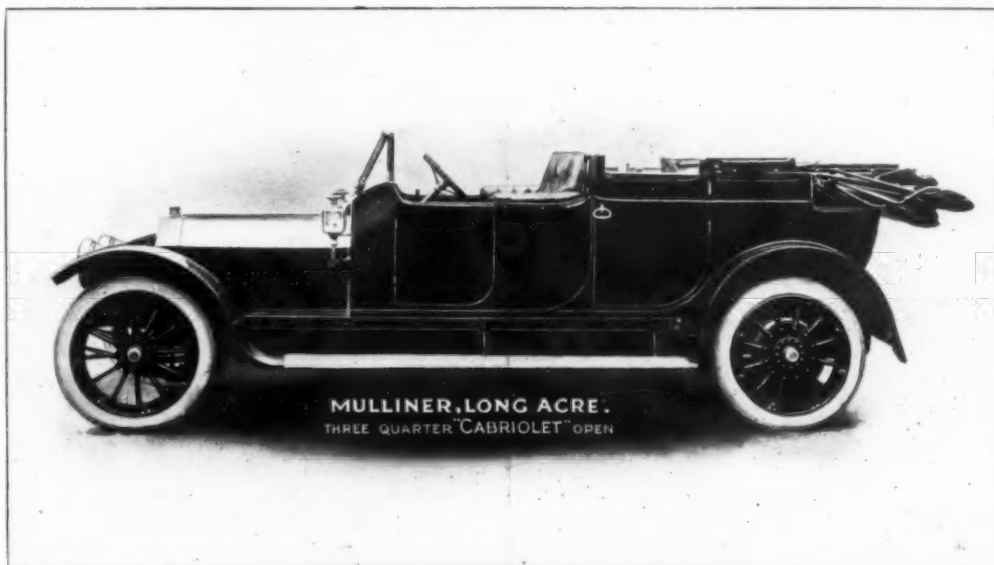


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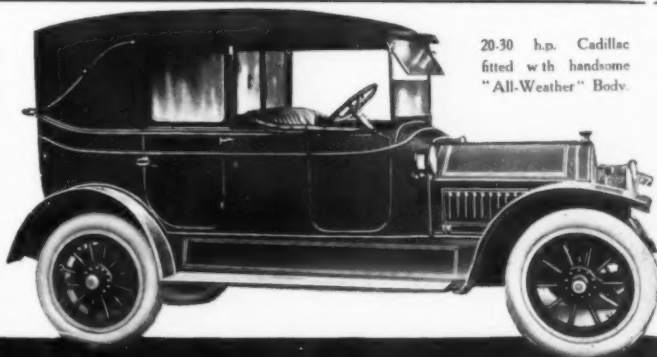
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The above and other exclusive styles of Carriage Work can be inspected in course of construction and completed, and all repairs and renovations effected at Mulliner's extensive manufactory, 132 to 135, Long Acre.



SELF-STARTING
SELF-IGNITING
SELF-LIGHTING



20-30 h.p. Cadillac
fitted with handsome
"All-Weather" Body.

Extract from "Illustrated
Sporting & Dramatic
News," May 10th. 1913

"... not only the finest series of fittings I have seen on any car, and a finish not to be surpassed by coachwork in any part of the world, but also the only absolute self-starter known at Motor Show time, and actually proved satisfactory in the hands of the public to the extent of twelve thousand users for more than a year before that. That self-starter has been tested by the Royal Automobile Club, and not found wanting. In fact, the only thing found wanting is, as I have mentioned on more than one occasion, the absolutely unaccountable non-award of the Dewar Trophy this year, since there has been no development in motor car mechanism since the Mercedes first came along in 1902, which has represented to the lay user an advance equal to this absolute termination of the organ-grinding era in motor-car construction."

Winning fresh praise from press and public every day.

Every day Cadillac Cars are winning fresh praise from press and public—every day they find new champions retaining always the appreciation of old friends.

The most advanced and reliable improvements are adopted to make Cadillacs the Predominant cars, always leading—always better than the rest. The infallible Cadillac self-starter is but a single detailed improvement.

In building Cadillacs even the minutest detail is considered of utmost importance and is treated with the care that such important details require.

Nothing essential is omitted—nothing unnecessary included.

The Cadillac ideal is the highest without exception—and none other is good enough—which explains why Cadillacs are the only cars that completely satisfy.

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CANN of CAMDEN TOWN

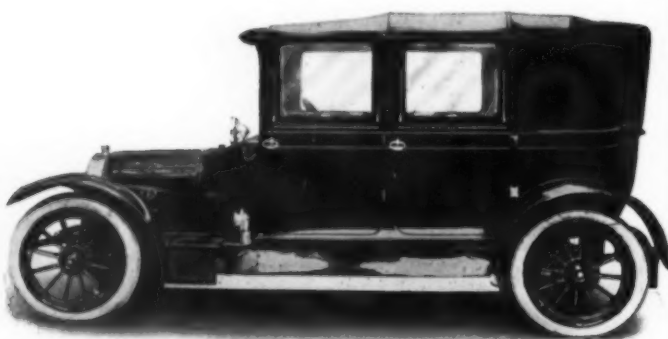
Limousines

"Medicanns" & "Cabriocanns"

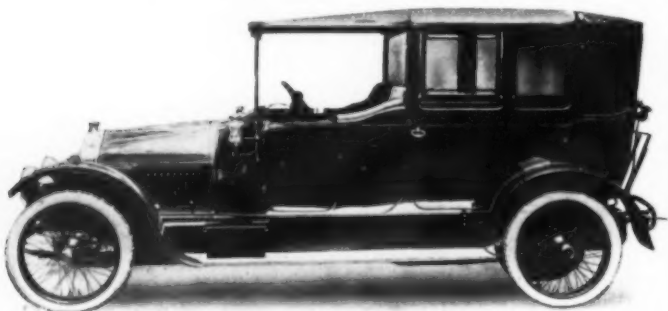
*The original
makers of
Boat-shaped
Bodies.*



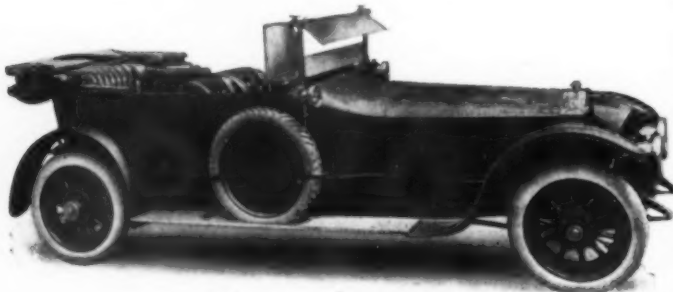
Medicann Body on 15 h.p. Austin Chassis.



All enclosed Cabriocann Body on 18-25 Chenard-Walcker.



Three-quarter Cabriolet Body on 26 h.p. Minerva Chassis.



Stream Line Boat Body on 40-50 Rolls-Royce Chassis.

Send for particulars and specification to—

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Miller Street, Camden Town, London, N.W.

Within a few yards of the Mornington Crescent
Station of the Hampstead-Charing Cross Tube.

Telegrams: "CANNABLIST, LONDON."

Telephone: 2627 North.

whose dimensions are only 10 in. by 7 in. by 5 in. Those who wish to carry the necessary food and apparatus for both lunch and tea in one receptacle are provided for in a combination set for four persons, which is designed so that it can be strapped to the running-



A VICKERY TEA BAG.

board of the car. Judging by the family parties one sometimes sees on the road—generally in cycle-cars or side-cars—there should be a good opening for the baby's canteen, sold by the same firm, for which the ambitious claim is made that it contains "everything that a baby wants on a journey."

Another well-known company which specialises in what may be described as the luxuries of motoring is Finnigans, Limited, who seem to exercise considerable ingenuity in producing novelties that will appeal to the motorist who desires the last word in comfort. A really astonishing innovation is a motor toilet-table, fitted with brushes, water tank, mirror, basin, towels, etc. When the ablutions of the party are concluded, the toilet stand becomes a very workmanlike tea, lunch or card table, which in its turn folds into a box of quite reasonable dimensions. If not required, the fittings can be removed in bulk, when the case can be utilised as a trunk or tool box. One of the latest Finnigan specialities is a ladies' roll-up dressing-case, which contains everything necessary for a hasty toilet and yet can easily be stowed in one of the door pockets of the car. Finnigan's motor trunks are too well known to need description, but we do not remember having seen previously a collapsible waterproof kit-bag for carrying on the footboard. When folded flat it only occupies a space of 24 in. by 11 in. by 3 in.

In the matter of hoods and screens, the motorist who prefers the open type of car is much better catered for than was the case only two or three years ago. There is no longer any necessity to expose the rear-seat passengers to the draughts from which they have hitherto invariably suffered, as it is possible to provide them with even more complete protection than falls to the lot of those on the front seats. The Auster patent extending back shield is now known and appreciated, and thanks to its clever design the space occupied by the device when out of use is negligible. It undoubtedly fills a long-felt want, as it completely protects the rear passengers from back-draught, wind and dust, and can be instantly extended or folded away. Another ingenious Auster fitting is the "Automatic" hood frame, illustrated on a previous page, fitted with a spring barrel, which materially assists in the raising of the hood and which can be operated by the driver from his seat without inconvenience to the rear passengers.

Messrs. J. Lucas, the famous lamp makers of Birmingham, send us particulars of a new eight-volt lighting dynamo which they have just placed on the market. Notwithstanding its very small size, which enables it to be fixed in almost any position on the car, the new Lucas dynamo has an output of six amperes, which is sufficient to maintain the battery in a fully-charged condition and feed a set of lamps of ample power for night-driving. The output of current is electrically controlled, and it is stated that the dynamo can be run at the highest speed for any length of time without sparking or overheating.

Electric lighting for cars is very reliable nowadays if the dynamo, accumulators, switchboard and lamps are of the highest class and the installation is carried out by a firm experienced in the work. Defects still reveal themselves, however, from time to time, and if sole dependence has been placed on electric lamps the motorist may possibly find himself in an awkward position. To overcome this difficulty Messrs. C. A. Vandervell and Co. have introduced an ingenious combination

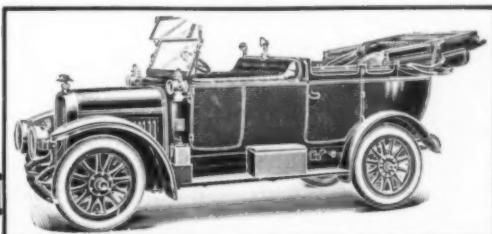
The **ADLER** with Superb **MORGAN COACHWORK**

"No better Car on the Road"

After Exhaustive Tests, Morgan & Co. have no hesitation in guaranteeing this assertion to be absolutely true in the case of the New **14-18 h.p. ADLER**, 1913 Model

Early Deliveries can be given.

We invite you to take a Trial Run and confirm the accuracy of the above statement.



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ASTON HILL CLIMB, MAY 24.

METALLURGIQUE

MADE

**FASTEST
TIME OF DAY**
of all four-seated cars

"Metallurgique cars CAN move!"

MODELS:

10-12 h.p., 15-20 h.p., 20-30 h.p., 26-50 h.p., 38-80 h.p.

LIGHT TOURING MODELS:

20-40 h.p., 26-60 h.p., 38-90 h.p.

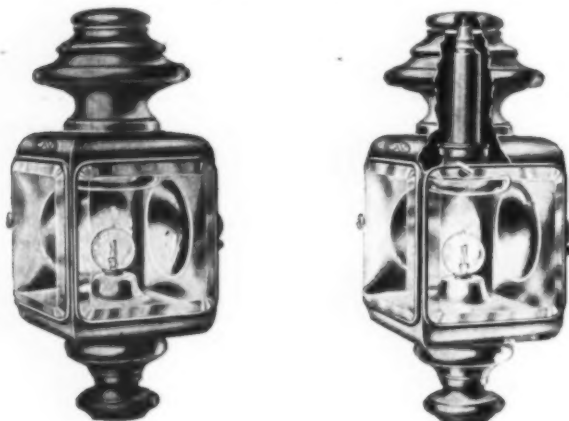


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METALLURGIQUE, LTD. Showrooms: 237, Regent Street, London, W.
Head Offices: 110, High Street, Manchester Square, London, W.
Telegrams: "Lurgique, London."

Telephone: 8574-5-6 Gerrard.

side lamp, illustrated herewith, which can be used with electricity or petrol, at will, without detracting in any way from the efficiency or usefulness of either illuminant. Normally the lamp would be used with an electric bulb, but should necessity arise the bulb holder can be removed and replaced by the petrol attachment which,



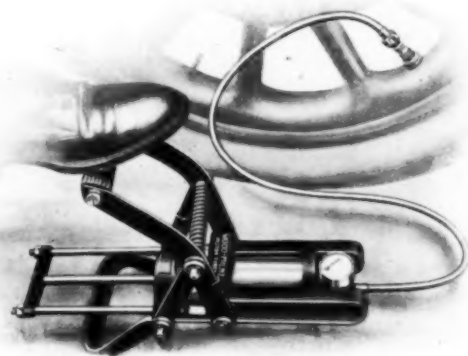
THE "C.A.V." COMBINED ELECTRIC AND PETROL SIDE LAMP.

Showing method of carrying the petrol burner and reservoir when not in use.

when not in use, is carried in the upper part of the lamp, where it is out of sight save for the bottom of the reservoir, which is silver plated and forms the top of the reflector. The space left vacant then forms a chimney for the escape of the lamp fumes.

As we pointed out last week, great improvements have been made in labour-saving devices for inflating tires. One of the best and simplest of these is the Wood-Milne foot pump, of whose efficiency we can speak from considerable personal experience. The ease with which even the biggest tires can be inflated with this appliance is surprising, and one wonders that no one had previously thought of employing the powerful leg muscles and the weight of the body for the purpose. There is also the added advantage of being able to change legs, whereas

with the hand pump one must stop work altogether if a rest becomes necessary. The pump folds up into a small space, and can therefore be carried on the car without monopolising too much valuable room.



THE WOOD-MILNE PUMP IN OPERATION.

Another tire pump which seems to offer many advantages over the old stirrup pump is the Hawthorne, an American device sold in this country by Markt and Co. It has four cylinders arranged in opposed pairs, and a powerful clamp is provided for securing the pump to a bench or running board. The pump is operated by means of a crank handle, and as the compression strokes come at equal intervals, the work is easy. Many motorists however, are attracted by the power type of pump, and it certainly seems absurd that a driver should have to spend from five to ten minutes in pumping a tire by hand or foot when an engine of from 10 h.p. upwards is standing idle beside him. Perhaps the best known of the power pumps on the market is the Atlas Impulse Tire Pump, which is now often fitted as a permanent engine accessory. Once in place, all that the motorist has to do, when it is desired to inflate a tire, is to start up the engine in the ordinary way and make the necessary connection between the

A Leading Trio

WOOD-MILNE



WOOD-MILNE TYRES—THE MOTORIST'S SOUNDEST INVESTMENT

for comfort, satisfaction and economy. "Wood-Milnes" are the tyres for hard service because they excel all other tyres in strength and puncture resistance.

Write for Prices.

For ease of Tyre Inflation use the Wood-Milne **PATENT FOOT PUMP**, Price 39/6

➡ **NON-SKID TYRES**

➡ **PATENT FOOT PUMP**

➡ **EVERWHITE GOLF BALLS**

Wood-Milne, Ltd., are the only English Tyre Makers who manufacture their own tyre fabrics throughout in their own factories. *These fabrics are 30% to 40% stronger than the fabrics other manufacturers are able to buy.*

EVERWHITE GOLF BALLS

The Covers of all Wood-Milne Golf Balls are treated with a new and secret process, which renders them absolutely non-discolourable.

Wood-Milne "Special,"	"Green Dot,"	
"Kiddy,"	"Lady"	Price 2/- each
"Eclipse,"	"Club"	" 1/3 "

WOOD-MILNE, Ltd., PRESTON

Telegrams: "Comfort, Preston." Phone: Preston 413.

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OWNERS OF WHITE PETROL CARS GET GOOD PETROL CONSUMPTION

25 to 26

During May and June the car averaged 25 to 26 miles per gallon amongst the Berkshire Hills, and although I have not checked it since, I think it is still the same.

This testimony comes from a White owner near Wallingford.

25

I find it economical on petrol, for on a journey of 350 miles, which was broken three times for stops of a night or two in each place and several short journeys, taking out friends, I found on my return home I had done 25 miles per gallon and had four miles to spare.

From a resident of Sussex.

25

I get 25 miles to the gallon from the open car.

From a White Petrol Car owner in one of Scotland's hilly districts.

The originals of these letters can be seen on application.

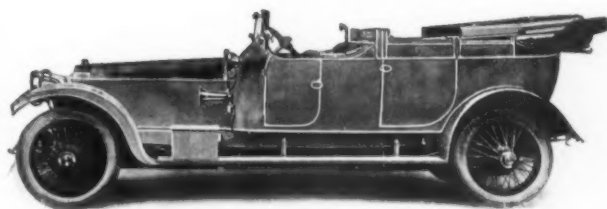
Write for complete Specifications to

White-Coleman Motors, Limited

Carlow Street, Camden Town, London, N.W.

(A few yards from the Mornington Crescent Station of the Hampstead-Charing Cross Tube).

Rolls-Royce Chassis BARKER BODY



An Owner writes . . .

May 24th, 1913.

"My Rolls-Royce Car arrived safely and I am very pleased indeed with it. I am most satisfied with the body you built for me, the lines of which are very graceful and the finish perfect. So far I cannot see any point to complain of, or which I would wish altered. The Car runs splendidly and there is an entire absence of any rattle or noises which one hears in the average Car. Thanking you for the care you have taken in carrying out my instructions."

NEARLY 100 of these high-grade cars can always be seen being fitted with Barker Bodies to order at our London Works. Complete cars for early delivery.

BARKER & CO. (Coachbuilders), LTD.

*COACHBUILDERS TO H.M. THE KING.
London Tailors and Body Specialists for Rolls-Royce Cars.*

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MIESSE

"the car without a peer"

15.9 h.p. (80 × 140) ... £465

Complete with Torpedo Body, Scuttle Dash, Hood and Screen, Horn, Speedometer, Clock, Stepney and Tyre, Tools, Pump, Jack, etc., and complete Powell and Hammer Lighting Outfit, consisting of Dynamo and Cut-out, 6-volt Battery, 1 Pair of Headlamps, 1 Pair of Sidelamps, 1 Tail-lamp, Switchboard and Fitting

15.9 h.p. (80 × 140) £515

Complete with London built 4-Landaulette body, Accessories and Lighting as above.

Sole Concessionaires:

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Our Yearly Hire System

gives all the benefits of private ownership, without any of its worries or disadvantages.

No liability of any description rests on the hirer—we accept it all. No extras. A smart, experienced chauffeur in good private livery.

Inclusive charges.

Write for particulars.

At Brooklands,
on Monday, 19th May, 1913, an

ARGYLL

SINGLE SLEEVE VALVE ENGINED CAR, bore and stroke 80 m.m. × 130 m.m. = 15.8 h.p., fitted with worm-driven rear axle, travelled 1,016 MILES IN 14 HOURS, at an average speed of 72.57 MILES PER HOUR, thus establishing a

14 Hours' WORLD'S RECORD

and breaking the six year old record held by a 60 h.p. Napier car for 14 hours—speed 67.02 miles per hour.

The Argyll at the finish of the record run was just as it left the factory, not a bolt or screw had been touched. It was not even necessary to add water to the radiator during the whole of the 14 hours—the engine only requiring petrol and oil.

Send for illustrated catalogue of 1913 models.

PRICES FROM

£375

Head Office and Works:

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London Showrooms:

6, Gt. Marlborough St., W.

Pump and the tire valve, when full pressure can be obtained in from two to four minutes.

The mention of tires brings one to vulcanising outfits, of whose utility most motorists are nowadays convinced. We believe that by general consent Messrs. Harvey Frost are regarded as the pioneers in this branch of the accessory trade, and hardly a month passes without the addition of some new appliance to their lengthy catalogue. Among the most recent are an adaptable mould to fit on the vulcaniser, so that every pattern and size of cover can be dealt with; a very useful mandrel to fit inside the cover for use when the tire is dismounted thereby increasing very considerably the scope of the apparatus; and, finally, a new vulcanising material. The latter is a very important introduction, as it is calculated to obviate the one objection to home vulcanising by persons whose knowledge of the art must necessarily, in the majority of cases, be somewhat limited. It is obvious that when vulcanising a cover or tube it is of the utmost importance that the surrounding material should not be subjected to damage by over-heating. The new material, which is called "Plastene," is a rubber compound made to cure or vulcanise at

so low a temperature and in so short a time that all risks of either over or under vulcanising are overcome. It is also more easily used than the materials hitherto supplied, being extremely plastic. Messrs. Harvey Frost are prepared to send a free working sample of "Plastene" to any motorist who mentions this paper. Application should be made to the West End Branch, 27, Charing Cross Road.

TIRES IN HOT WEATHER.

IN this country it is always unwise to base one's calculations on the probable weather conditions that will prevail a day or two ahead, but the heat wave which holds sway as these lines are written prompts us irresistibly to offer our readers a few words of advice on the subject of tires and their treatment when the shade temperature is within measurable distance of the century. It may, of course, be that the present hot weather will prove to have been but the precursor of an Arctic summer such as that through which we shivered last year, but the probabilities are that we shall, within the next three months, be called upon to face a certain amount of intense heat, in which case the hints that follow may not prove valueless. In the first place, it should be

remembered that neither bright sunlight nor an abnormally high temperature is good for tires. When exposed to either there is a tendency for the rubber to become spongy and porous, and to lose a good deal of that elasticity which enables it to resist the attacks of flints and other enemies of the road surface. So far as the covers on the four road wheels are concerned, we cannot shield them very effectually from bright light when the car is actually in use, but we can see to it that when the vehicle is standing still either in the motor-house or in the open air, the rays of the sun are not allowed to beat upon the rubber. In the former case the doors should be kept closed until such time as the sun has worked round to a position in which it will not shine directly on to the wheels, and, in the latter, a rug or coat can be thrown over the mudguard and arranged as a screen for the tire.

The importance of treating the covers with consideration in the course of a day's run in really hot weather cannot be over



A 20 H.P. AUSTIN TOURING CAR.
Exhibited at the St. Petersburg Show.

LIGHT

WE MAKE OF OUR LABOUR.



¶ This new DYNAMO SYSTEM is intended primarily for the smaller type of car, and is undoubtedly the ideal Electric Lighting Equipment for cars up to about 15-20 h.p.

¶ The Cash Price of the Set complete, in any finish, is **£32-10-0** including Dynamo, Battery, Switchbox, five Lamps, and all necessary sundries. *There are no extras.*

¶ A car can thus be equipped with a Lucas Electric Lighting System, absolutely ready for the road, at a cost of £32-10-0 plus cost of fitting.

Illustrated Booklet No. 2, with full particulars sent post free on request.



THE

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NEW



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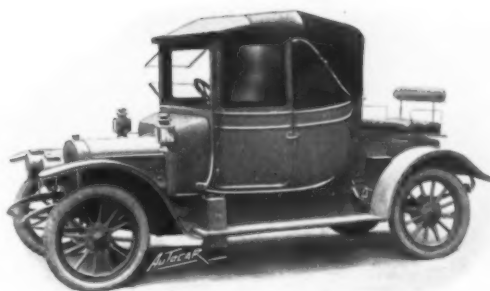
8 VOLT

JOSEPH LUCAS LTD., BIRMINGHAM.

DEPOTS:- LONDON, MANCHESTER, DUBLIN, NEWCASTLE ON-TYNE.



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"Belgravia" BODIES

*"Made a little better
than seems necessary."*

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*"Finished a little earlier
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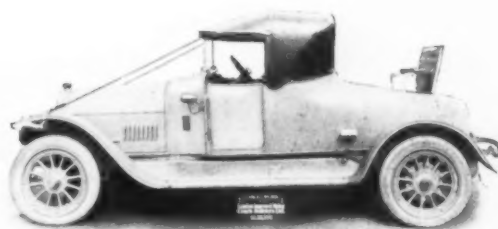


LONDON IMPROVED MOTOR COACH BUILDERS, LTD.

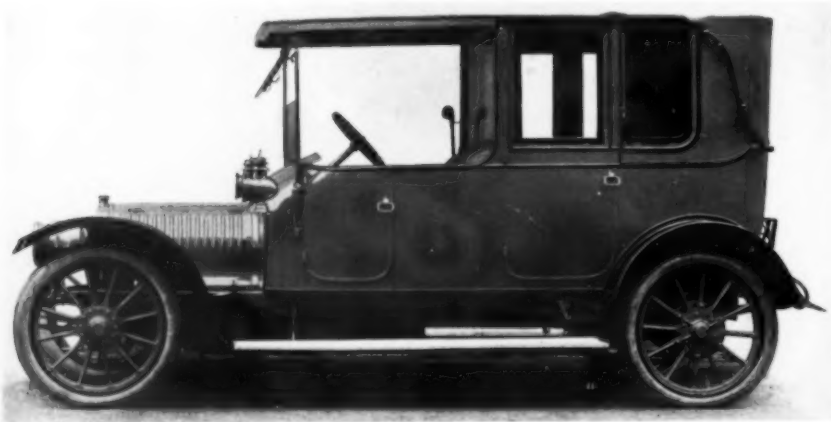
149, LUPUS STREET,
WESTMINSTER, S.W.
And 112, GROSVENOR ROAD, S.W.



TELEGRAMS
"MOTORCRAT
LONDON."



emphasised. The main object of the driver should be to keep his tires comparatively cool, and there are several ways in which the desired result may be achieved. Although one is apt to grudge the expenditure of time involved, it is advisable periodically to call a halt at a garage or hotel and have the covers thoroughly drenched with water. If there are any water splashes on the route it is well to take them very slowly and allow the pores of the rubber to suck in all the moisture they can absorb. If this be done, the tires will be far less vulnerable to the attacks of sharp stones than will be the case if they are dry.



A BRAINSBY LIMOUSINE LANDAULET.
Fitted to an 18-22 h.p. Hotchkiss chassis

Then we come to a still more important point—that of inflation pressure. Now, either over-inflation or under-inflation makes for heat generation in a tire, and our object should be to hit upon the golden mean. Many drivers who have a very good idea of the proper inflation pressure in normal atmospheric conditions do not appear to realise the necessity for adapting their methods to suit the requirements of an exceptionally hot day. If they are in the habit of inflating their back tires to a pressure of 60lb. to the square inch in winter they will do the same thing on a broiling

August afternoon, and then they are apt to complain of the uncomfortable running of their vehicles and of the astonishing manner in which their covers are giving out. The crux of the whole question is this: we must so arrange that the pressure is correct, not only at the moment of starting, but after the car has been on the move for ten miles or so. The safest method to adopt is to reduce the inflation pressure before the start to about five pounds below the normal—of, say, 60lb.—and, after a quarter of an hour's travelling, to test the pressure again. On a really hot day the reading will be found to have risen to a remarkable degree—quite possibly to 70lb. or even 75lb.—and, so far as resiliency is concerned, the tires will be but little better than "solids," to say nothing of being overheated. Now, we must reduce this pressure to 60lb., above which figure it will probably not rise again throughout the run. By adopting this simple precaution we shall reduce the risk of a burst tire to a minimum.

We have stated that under-inflation of a tire tends to excessive heat generation, and perhaps a word of explanation on this point is needed. When a tire is not supported by a considerable air pressure within the inner tube, the weight of the car tends to force the cover out of shape. That portion which is in contact with, or immediately adjacent to, the road surface is flattened, the side walls of the cover at this point assuming a far sharper curve than the normal. As the wheel revolves, the flattening process, and, of course, the recovery or straightening out, are constantly repeated all round the cover. Now, this action is precisely similar in its effect on the fabric of the side walls to that of the bending backwards and forwards of a rod of metal. A metal bar, if bent sufficiently often, will eventually break; so will the fabric of the side walls of an outer cover. Before the metal rod gives way, considerable heat is generated at the point at which the bending takes place. The same may be said of the fabric of the cover. The constant bending and straightening generate heat, set up a disintegrating action, loosen the outer covering of rubber from the fabric and, at last, produce a burst.



NEW CIRCULAR TYPE.

**Your Car is not
Complete, unless
it is fitted with**

Hall's "Rigid" Motor Flap

the remedy for the inconvenience of rain-blurred wind screens, the perfect means of communication between the occupants of a closed car and the driver, and an excellent ventilator.

It occupies very little space and can be let into a sliding window, or a glass screen, without coming in contact with the frame in raising or lowering.

Made in England of durable materials, it is being adopted by the leading car manufacturers, and motor-body builders.

Quite inexpensive, its price 35/- includes supplying, fixing, and taking all risks to glass in fixing.

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GLASS OF EVERY
DESCRIPTION SUPPLIED.



—press the
button, and
it flies open.



**If when You are motoring
Tyre Troubles trouble You**

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**BELDAM MOTOR
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and "forget it." With Beldams
You are bound to "get there"
999 times out of a thousand.

Beldams retread any
make of tyre with dis-
patch and satisfaction to
the user at a moderate cost.

Get the Book of the Beldam
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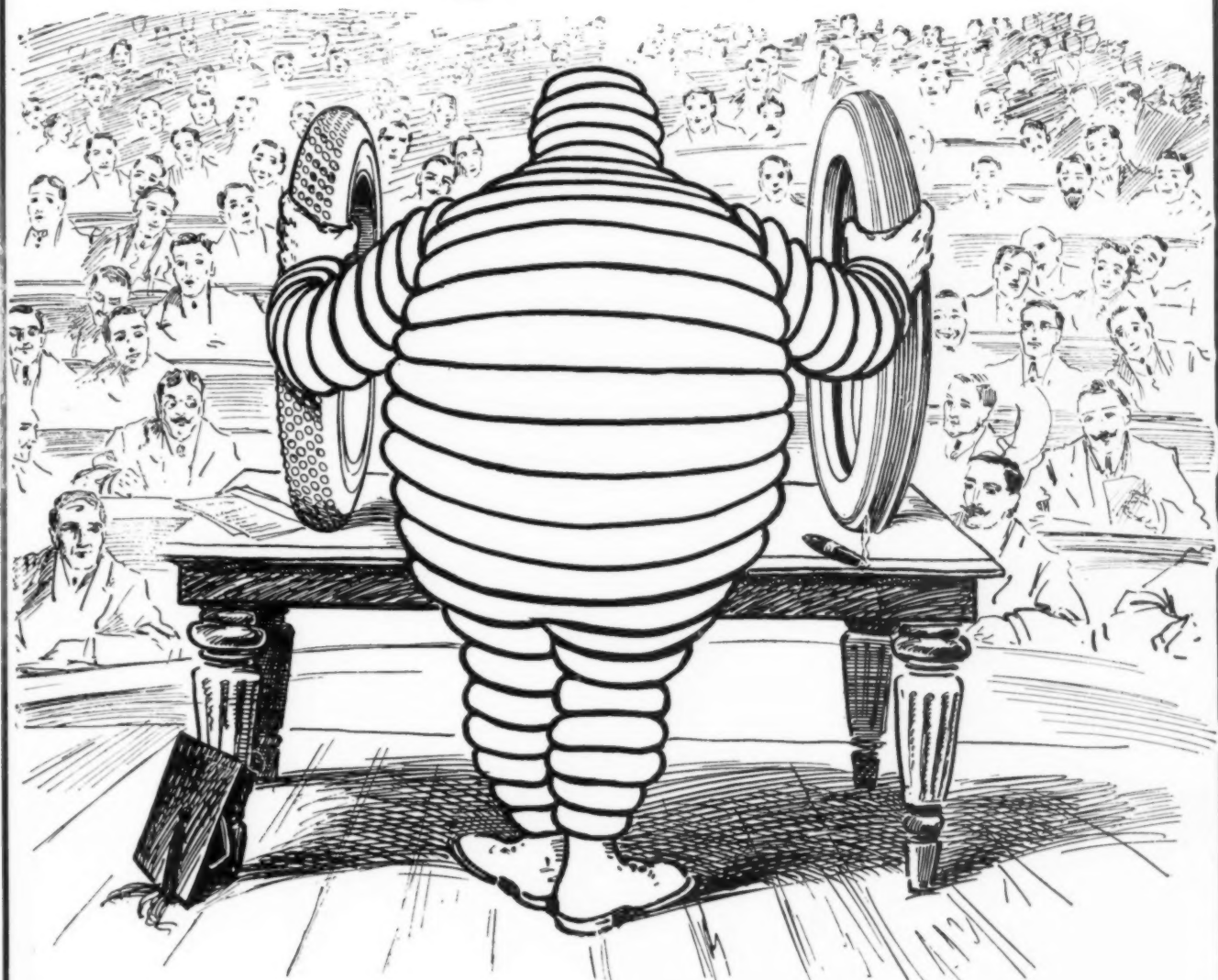
Beldam Tyre Co., Ltd.

Brentford.

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Quality



Quality, gentlemen, is the most noteworthy feature about Michelin Tyres. The same stones which have the audacity to attack and injure the tyres on a multi-millionaire's car attack and injure the tyres on that of the ordinary motorist. Consequently, we see no reason why we should make tyres of the best quality for our rich clients, and of an inferior quality for the man of ordinary means.

No! we prefer to concentrate the whole of our manufacturing resources upon the production of

One Quality Only—the Best.

Nothing short of that can satisfy us—
or you; and we affirm once more that

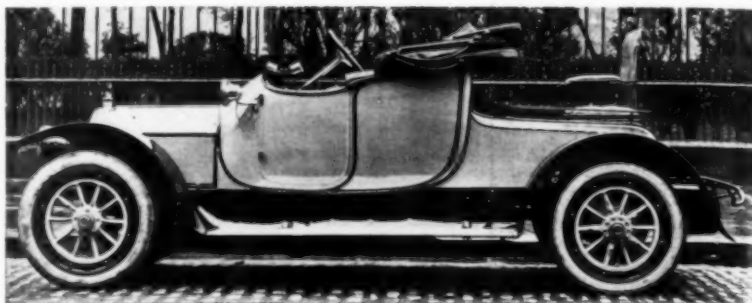
You don't know a GOOD tyre unless you have tried a

MICHELIN

MICHELIN TYRE CO., LTD., 81, Fulham Road, Chelsea, London, S W.

SHORT SUMMER TOURS.

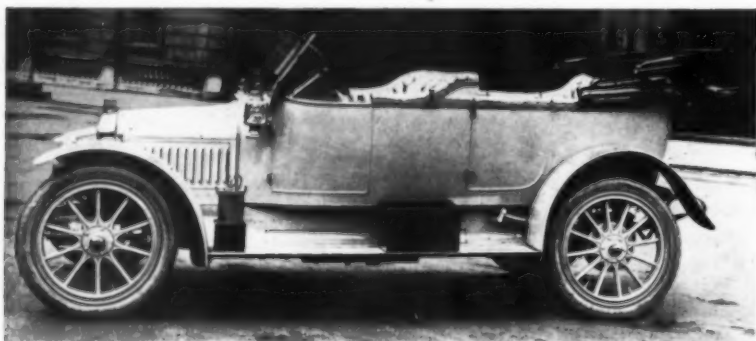
WE have received the following letter from a correspondent referring to a recent article under the above title: "I really do not think that your contributor does justice to Belgium in his article under this head. It is, moreover, clear that he travelled without his Baedeker. Had he taken the towpath along the Meuse to Givet, passing Dinant, Waulsort and Hastière on the way, he would have had magnificent scenery, with the steep, precipitous and wooded cliffs of the river on either side. At Dinant is one of the best hotels in all Belgium, and famed alike for its age, its cellar, its table and its general appointments. A reference to Baedeker would have saved him from the other, which is a tripper's house. As one crosses its threshold one is conscious of a lack of discipline. There is, moreover, no cathedral at Dinant—simply the parish church. Again, the average distance between the locks is three miles, as on the Thames. At Givet he went to certainly what is the best hotel in the whole of that district; but the only feature I recognise in his description is its name. Whether the sheets are coarse or not I cannot say; I am too old a



A SMART TWO-SEATER.

Built by Lawton and Co., on a 25-30 h.p. Mercédès chassis.

traveller to notice such a detail. But there are monsieur, madame, mademoiselle, four female servants, two waiters, an ostler and the driver of the station omnibus. The excellence of the table brings to the house all the public dinners. Again, he terms Givet a village; but there are four Givets, merging one into the other—the manufacturing Givet, on the banks of the Meuse, hard by the frontier custom-house at Agimont; the new quarter that has sprung up round the station, in whose Avenue de la Gare could be placed a village, so spacious is it; the old Givet, on the borders of which stands the Hôtel Mont d'Or, and which includes the barracks; and on the other side of the river the park, the schools and the General Post Office, a building quite as large as Charing Cross Post Office. Moreover, as a frontier garrison town, there is an officers' corps of nearly one hundred. Again, at Rochefort, which is the town whence to do the Grotte de Han, there is another admirable hotel, with hot and cold baths. I have walked the Luxembourg Switzerland, as it is termed, and have found no *patois* on the signposts—simply good French and German. Your correspondent has omitted to take into account the change that a proper name undergoes in a different language. Let me give two instances—Esch-an-der Sauer (French, Esch la

THE NEW 14-18 H.P. ADLER.
With special body by Morgan and Co.

THE ROVER OF THE MOTORING
WORLD

THE ROVER
TWELVE

£350

THE ROVER CO. COVENTRY

59-SANTRY STREET
LONDON

The
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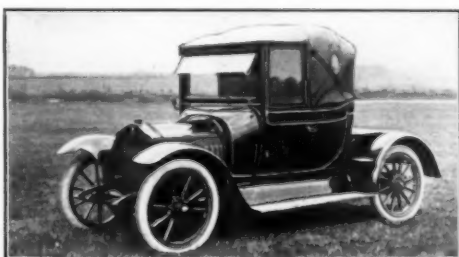
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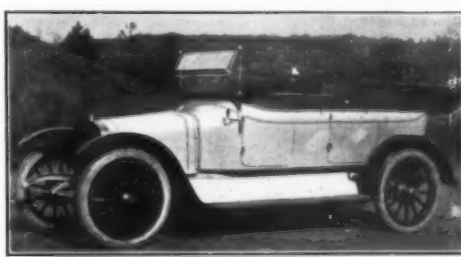
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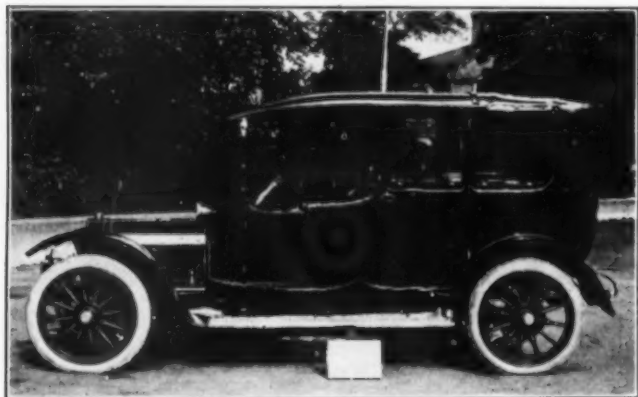
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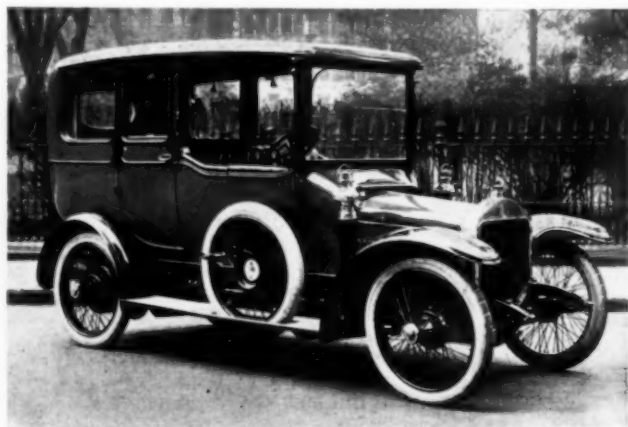
Trou), and Bastnach (French, Bastogne). One of the most beautiful and secluded valleys in the whole of the Ardennes—that of the Lesse, three miles out of Dinant—your correspondent appears to have missed.—J. MAYNARD SAUNDERS."

As the questions raised by our correspondent are of some interest to other readers who may be contemplating a motor tour which includes the Southern part of Belgium, we forwarded his letter to the writer of the series of articles entitled "Short Summer Tours," who replies as follows: "I am glad that there are others who, with a greater experience of Belgium than the few days we



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spent in the country gave us, find less to criticise and more to admire. I should like to point out, however, that we were not so remiss as to travel without a Baedeker, especially as on this tour we actually visited the town from which the precious volumes first issued and where their author lived; nor did we fail to traverse the towpath road from Meuse to Givet. Your correspondent will note that I remarked 'the natural beauties are great'; but the members of our party were unanimous in their opinion that Belgian architects and builders had done much to detract from the charm of the scenery. I spoke of the hotel at Givet as I found it, and the statement that there were no female servants was made me by the proprietor, and endorsed by the fact that in the twelve hours we passed under its roof we saw no petticoats! If there was such a large staff as your correspondent states, I cannot account for the fact that the proprietor served dinner himself, carried up our hot water and our *café complet*, and was discovered later cleaning the passage! Possibly there had been a domestic crisis, or it was not 'the season' in Givet, as the garrison was, we were informed, out on manœuvres,



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The excellence of the table your correspondent and I are both agreed upon. I only saw the one of the 'four Givets' referred to—the old town—and though in size it is, strictly speaking, not a village, neither its principal streets, nor its shops, would qualify it for a more imposing name. I think there can be no doubt that your correspondent and I are referring to the same hotel in Dinant, as it is well known; and because of its erstwhile fame, we were disappointed to find it fallen from its high estate. Complaints, however, were so general that I can only suppose it has undergone a change of management since your correspondent last visited it. The correction *re 'cathedral'* at Dinant I accept with humility; it boasts, of course, only a church, but not a

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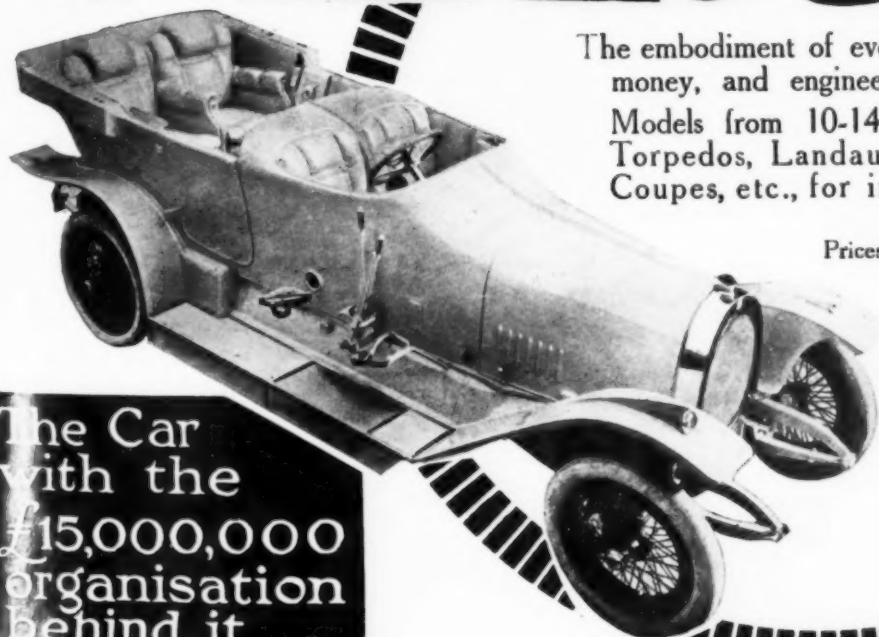
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very fine thirteenth century one. The locks may be three miles apart, but the time taken in getting through them compares very unfavourably with what is customary on the Thames. As regards the Luxembourg signposts—if they were not in *patois*, possibly they had been erected by Esperanto enthusiasts; all I know is that their equivalents could not be found in Michelin or Baedeker guide-books, nor in the Taride maps with which both cars were plentifully supplied. (I refer, of course, not to the chief main roads, as from these we had diverged to see more of the country than we should have done by going direct to Treves.) In conclusion, may I express regret if I have, unintentionally, done scant justice to the Meuse? I would ask your correspondent kindly to remember that, in a short article dealing with a tour of 1,100 miles, one can only suggest general impressions, and must necessarily omit many pleasant memories—of which that of the Lesse Valley is certainly one. Looking on the tour in perspective, however, we were all agreed that the Meuse was overrated and the Mosel far too little admired, and if your correspondent would consent to descend for a moment to the 'odious,' I think he would be bound to agree with me that it is to the Mosel Valley and river rather than to the Meuse that I have done scant justice in my inadequate article.—P. M. A."

CARS ON THE ROAD: THE 24-30 H.P. WOLSELEY.

IN these days, when cars seldom prove unsatisfactory during the period of their first youth, it is difficult to gauge the precise merits and demerits of a new model until it has been on the road for a few months. For this reason, when asked early in the year to relate my experiences of the 1913 24-30 h.p. Wolseley in the columns of COUNTRY LIFE, I preferred to wait until two or three thousand miles of steady work had confirmed or modified my early impressions of the car. With the arrival of the month of June, however, one's opinion of a new season's model delivered before the end of the winter may be regarded as definitely fixed, barring the occurrence of some highly improbable relapse from early good behaviour, and I am only too glad to accede to the Editor's request, in the hope that my own experiences may prove of interest to other readers.

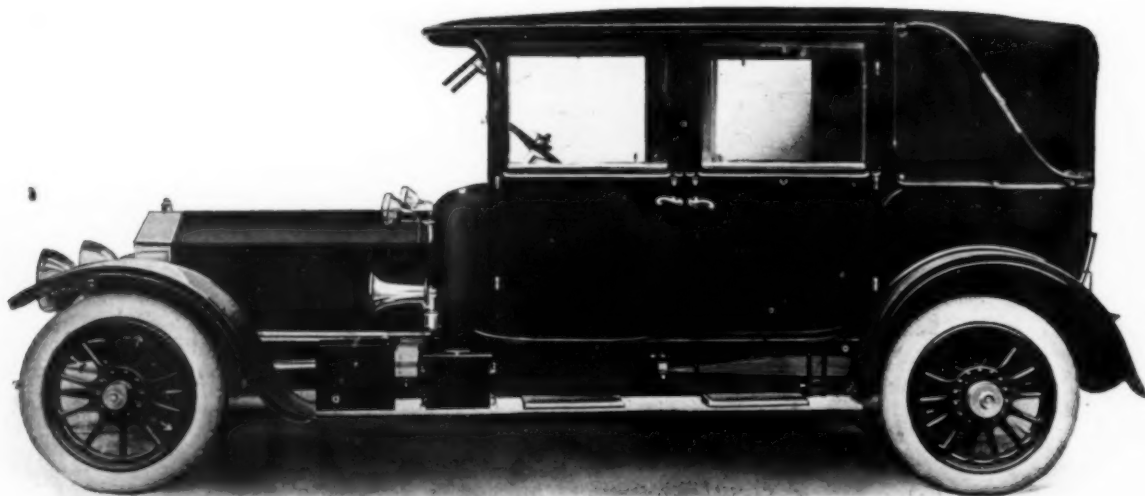
The car of which I took possession at the end of February—an early date for this type, and only secured thanks to an order placed some weeks before the Olympia exhibition—was the successor

of one of the 1910 type which, though bought secondhand from a very heavy-handed original owner, had given me excellent service for about nine months. I am not in a position, therefore, to draw comparisons between the 1913 model and the two which immediately preceded it, though I can state without hesitation that a very marked advance has been made since the year 1910. I fancy, however, that, excellent though the 1912 cars were by general repute, it is safe to say that the 1913 24-30 h.p. is even better. In the present year of grace, motorists judge cars from a very high standpoint and expect something approaching perfection in every particular. The severest critic of all is the owner-driver who has had a varied experience of other makes, and as I think I may include myself in this category, something in the nature of criticism may be expected of me. If the following record is almost wholly favourable, it is because I believe that the makers have succeeded in turning out a car that it would be very difficult to improve in the present stage of engineering experience as applied to the manufacture of automobiles.

So far as its behaviour on the road is concerned, the "points" of a car which appeal chiefly to the passenger as well as to the man at the wheel are: Absence of noise and vibration from the machinery, freedom from road shocks, good hill-climbing capacity, adequate speed on the level, flexibility, and smooth and rapid acceleration when it is desired to increase the pace. If one adds powerful and silent-acting brakes, the passenger has everything he or she can possibly desire, and I have no hesitation in saying that, so far as my experience goes, all these qualities are to be found combined in the six-cylinder Wolseley in a quite unusual degree. There are, doubtless, cars on the market which, power for power and weight for weight, could beat it in one or other of the points mentioned, but it is rare indeed to find so good an all-round combination of what may be regarded as the essential qualities of a high-class modern motor. If there is one outstanding point of excellence it is the springing, which in the present model has attained a pitch of perfection which it would be hard to beat. Roads which I have always regarded as bad or indifferent seem to have suddenly improved in quality, and I find it possible to maintain a good speed on the poorest of surfaces without discomfort. This result is doubtless due to the quality of the material, the careful proportioning of the springs to the weight of the body fitted to the chassis, the use of a third transverse spring at the rear, and the employment of 135m.m. tires on wire wheels.

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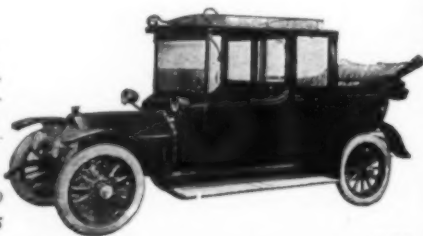
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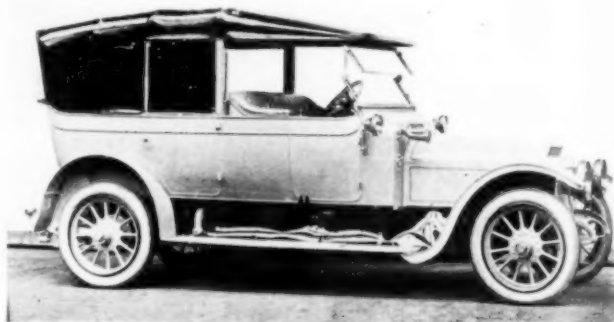
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So far as speed and hill-climbing are concerned I think the car will satisfy the most exacting of owners, unless they are of the type which places those qualities above all others and are willing to sacrifice all the refinements of running to power alone. I have never yet come across a hill that could not be easily climbed on the second speed, and on only three or four occasions during a fortnight spent in the hilliest part of Somersetshire did I have occasion to change below the third. The capacity of the fourth direct speed is quite surprising, and when touring on ordinary "give and take" roads one will more frequently than not finish a day's run without having had to change speed at all, except perhaps for traffic or when checked by another car on a steep hill. This flexibility is not obtained by unduly low gearing, as the car will run at close on sixty miles an hour on the level without any sign of distress. From the point of view of the owner-driver there could hardly be a more pleasant car to handle. The steering is as light as the proverbial feather, the clutch is smooth in action and the control levers are conveniently placed. Above all, there is that feeling of "life" and power in the engine and instant response to movement of the accelerator pedal that add so largely to the pleasure of driving and enable long distances to be covered without fatigue. I have come across cars on which it is easier to change speed without noise, but this is a matter, perhaps, into which the personal factor enters too largely for the fault—if any—to be charged against the car.

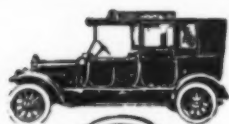
A feature which will appeal very strongly to the motorist who drives without a chauffeur is the new self-starter. This is of the compressed air type and, bar a temporary derangement of the air-pump, rectified free of charge by the makers, has worked with complete success. I have always been somewhat opposed to self-starters on the ground that they necessitate additional mechanism of a complicated nature which, sooner or later, is bound to give trouble. Experience has convinced me of the great



A 24-30 H.P. WOLSELEY CABRIO-PHAETON.

convenience of being able to restart an engine without leaving the driving-seat, and I am hoping that in the long run I may not find that the advantages are outweighed by the disadvantages. The fact remains, however, that every self-starter at present on the market possesses its weak points, and the chief objection to the compressed air type—time alone will show whether the objection is more theoretical than practical—is the large number of valves on whose tightness and correct behaviour the working of the system depends. In the Wolseley device, however, one has the consolation of knowing that in the event of any serious derangement the car can be used exactly as if the self-starter were non-existent by replacing the check valves on the engine cylinders by ordinary sparking-plugs. I should mention that the compressed air can be used for inflating tires, and that I have on one or two occasions found it very useful for this purpose. Externally, the only signs of the existence of the self-starter are two small levers on the dashboard and the main air-valve at the side of the frame. One of the levers brings into action a small two-cylinder pump which compresses air into the reservoir; the other operates the starting-valves which admit the air to the cylinders. The main air-valve is used to shut off the reservoir from the rest of the mechanism when the car is not in use so as to reduce leakage to a minimum. As at present placed, the dashboard levers are in a somewhat inaccessible position, as they can only be reached from the driving-seat with difficulty. This is a defect which, doubtless, could easily be remedied.

Cars possess so many points of similarity nowadays that detailed technical descriptions are apt to be wearisome. I will therefore only touch briefly on a few of those features which possess some originality or may be regarded as of special interest. It should, however, be mentioned that the bore and stroke of the engine are 90m.m. and 130m.m. respectively, the former dimension making the R.A.C. rating 30.4 and the tax consequently eight



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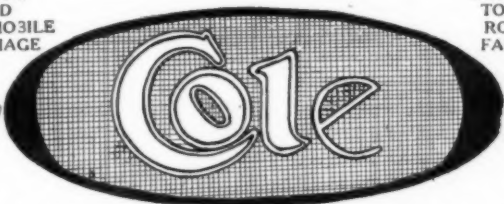
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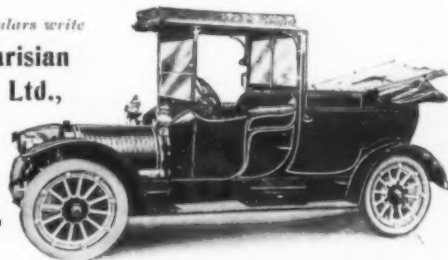
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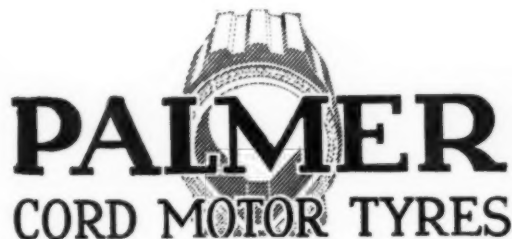
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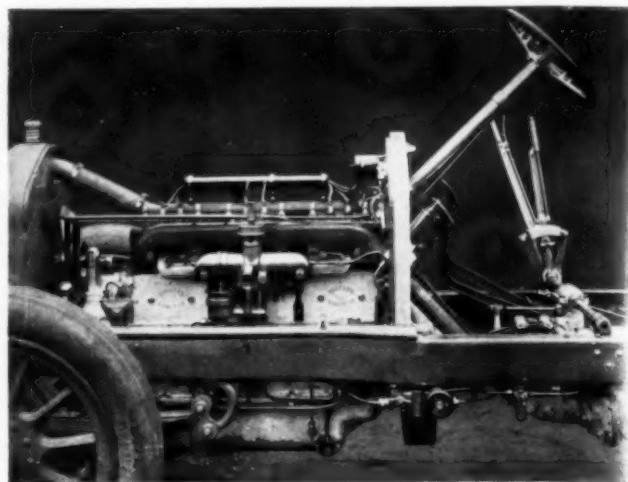
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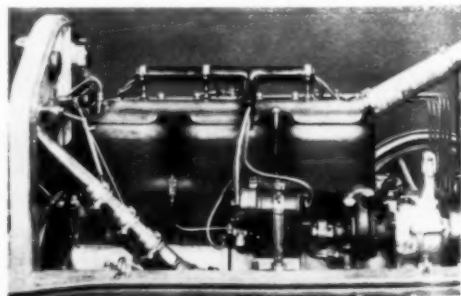
guineas. The details of the engine have been greatly improved since the type was first produced. The radiator is mounted on swivel joints, so that it is unaffected by distortion of the frame when travelling over uneven ground, a common cause of straining and consequent leakage. The oil filter is placed well within reach, and can be removed for cleaning in a few seconds and without loss of oil. The oil pump is equally accessible, and a level cock is provided in the base chamber, which can be opened or closed by a long handle. A new type of piston is used on this year's Wolseley cars, designed with a view to prevent oil working past the piston



THE 24—30 H.P. WOLSELEY ENGINE AND
CONTROL MECHANISM.

rings and fouling the combustion chambers. How far success has been achieved I am at present unable to say.

Accessibility seems to have been studied throughout the engine, and, indeed, in every part of the car. The minutest care has also been taken in regard to lubrication, and if the makers' instructions are followed in this respect there should be a very long life for all the working parts. A distinct novelty is the joint used on the ends of the steering cross rod behind the front axle. The design is dust and water tight, and avoids the use of unsightly leather covers. The carburettor is of the three-jet type, and a somewhat complicated-looking affair. The three jets, however, are easily accessible, and the rest of the mechanism had better be left severely alone when once properly adjusted. I believe that the simple "S.U." carburettor, which has proved so successful on the 16—20 h.p. Wolseley, does not give good results on the six-cylinder model, hence the retention of the three-jet type used on last year's cars, which I have found quite satisfactory, save for an occasional tendency to "choke." Another novel feature of the 24 h.p. is the arrangement of the silencer, which can be used either to give the maximum efficiency in regard to muffling or the best results in regard to power. For town work or slow running the whole of the gases pass through the silencer, with the result that a very silent exhaust is obtained. When running



THE 24—30 H.P. WOLSELEY ENGINE
NEAR SIDE.

fast in the country a small lever on the steering pillar operates a by-pass, which allows a portion of the gases to "short-circuit" a part of the silencer. The result is a distinct increase of power at high engine speeds without any appreciable increase in noise. One could use the by-pass even in traffic without attracting attention, but little advantage is gained, except when the engine is giving out a fair amount of power. One of the many other good points which are noticeable when one comes to use the car is the large size of the petrol tank stopper, and the ease with which it can be removed and replaced when filling up. The tank itself

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Toten Topics, 18/3/13.

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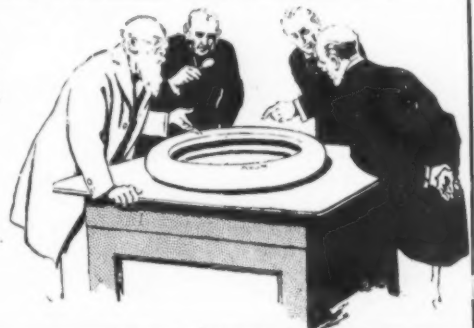
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Bristol Bridge.

Paris

88, Avenue des Ternes.

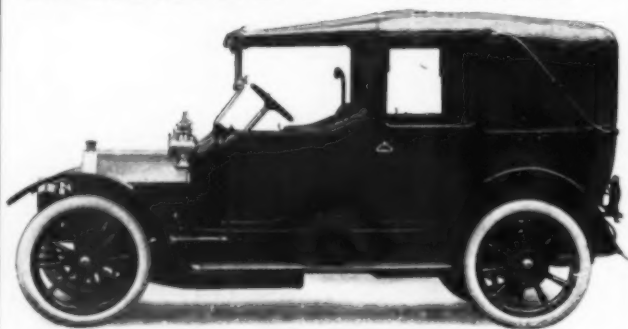


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Absolutely guarantee the construction of their Cabriolet bodies free from rattle.



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The R.S. is a classic among French cars, motorists have not been tutored up to its wonderful capabilities, reliability and long life. To the trained eye, the Rochet-Schneider is a model of completeness and clean design.
(J. O. in the "Westminster Gazette," May 22).

R

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ALL PARTICULARS APPLY TO—

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holds eighteen gallons, enough for two hundred and twenty to two hundred and forty miles, so that replenishment *en route* need seldom be necessary. When the power and many excellent qualities of the 24—30 h.p. Wolseley are taken into account the price charged for this model must be regarded as distinctly moderate. The bodywork turned out by the firm, I might add, is of the highest class so far as my experience goes. **CELER.**

ITEMS.

We have received from the Hans Motor Company, Limited, late Elers and Co., Limited, a catalogue of the Belgian Miesse cars, for which they hold the sole concession. The two standard models are rated at 15 h.p. and 24 h.p. respectively, the former having a four-cylinder engine, 80m.m. bore by 140m.m. stroke, the engine dimensions of the latter being 100m.m. by 140m.m. The specifications of the two cars are in accordance with the best modern practice. The chassis prices of the Miesse models are £315 and £380 respectively.

The Continental Tire Company have filled a long-felt want in publishing their new combined "Handbook and Atlas of Holland," a part of Europe which has been somewhat neglected by other compilers of similar works, in that Holland has always been grouped with other countries, and not been deemed worthy of separate treatment. The new atlas comprises a key map and ten sectional maps, arranged in a convenient form. We hope at an early date to deal at greater length with a work which at first sight seems calculated to be of very great service to the ever-increasing number of motorists who travel in Holland.

The old-fashioned speaking tube is now being rapidly superseded by other means of internal communication between the driver and his passengers. An ingenious device intended for this purpose is the Hall Rigid Motor Flap, which can be let into any glass window, whether of the fixed or sliding variety. Closed, it is both weather-proof and vibrationless, while it can be opened simply by touching a release spring button. Two shapes of flap are made, the oblong and the circular. The former has been known and appreciated by motorists for some time, as it is widely used as a remedy for blurred wind screens in wet weather or for driving at night.

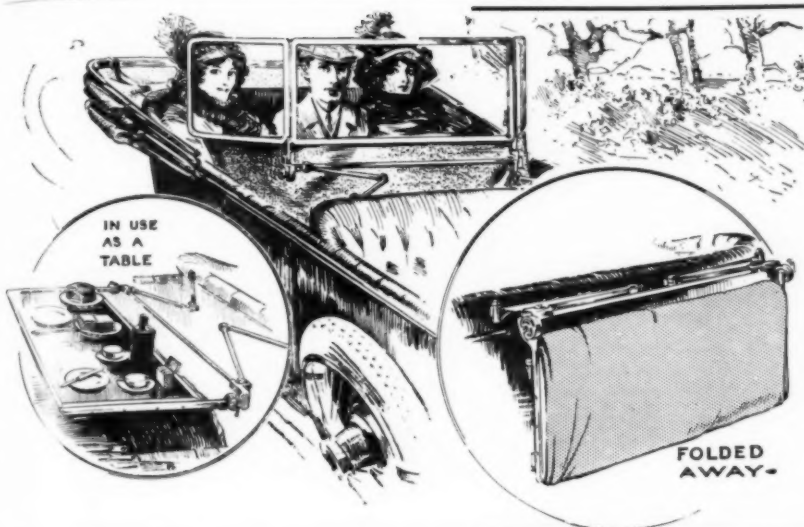


A NEW PATTERN OF THE HALL MOTOR FLAP.

It is generally agreed nowadays among motorists that big tires make for ultimate economy, and although most makers recognise the fact, there are still many cars running on the roads which would be improved, from the point of view of comfort and tire cost, if they were fitted with covers of larger section. Hitherto, any alteration has necessitated the fitting of new rims; but a new departure of the Continental Tire Company will now enable owners of cars with 105m.m. or 120m.m. tires to use the next largest size without going to the expense of having their wheels altered. In future it will be possible to obtain "oversize" Continentals which, briefly speaking, are large section covers made to fit existing rims which hitherto have only been suitable for the standard size supplied with the car. Thus, a 125m.m. "oversize" will fit a 105m.m. rim, and a 135m.m. "oversize" a 120m.m. rim. We have little doubt that the extra initial outlay involved in using the new tires will be found to be more than repaid by their longer life and the additional comfort that they afford.

A correspondent draws our attention to a feature of the Aston Hill Climb which is worthy of the notice of the organisers of similar competitions. He refers to the means adopted to hold the cars on the starting line. This was done by means of a long pole, the big end of which rested on the ground and acted as a shock behind one of the rear wheels, the small end being held up by an official. This scotching pole was greatly appreciated by the competitors, as it obviated the need for keeping the brakes on while waiting for the signal to start.

The Motor Schools Training Institute, one of the motor driving schools which are recognised and inspected by the Royal Automobile Club, has instituted new classes limited to eight students, for ladies and gentlemen who are desirous of learning the practical working of a motor-car. The fee for a complete course lasting one week is a guinea. Particulars may be obtained on application to Motor Schools, Limited, Heddon Street, Regent Street, W.



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The Motoring Editor of *The G. a'ic* says:—"In wind-screens there is little choice nowadays on side the Auster, which is a wide variety of patterns and types monopolises the market. Of course, there are other competitors, but this Auster appears to keep ahead as easily as did Black Auster in the days of old."

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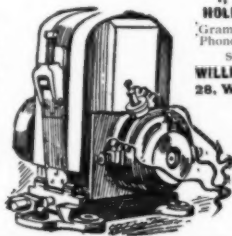
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Side-Car Comfort

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500 c.c. £60

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A Gentleman thinks of his Chauffeur.
He also thinks of his Tyres!

Much of your Tyre-trouble is due to underinflation. Tyre-pumping this weather is hard work. Try it yourself and see, and it is but human nature to "make it do" before inflation is complete. But if you

LET THE ENGINE DO THE WORK with a

BRAMCO-PIONEER VALVE-CAP TYRE INFLATOR

there will be no incentive to shirking and your man's time is saved, as he can be doing something else whilst the engine pumps the tyres. There is no fitting required. buys the outfit complete with 12 ft. hose and pressure gauge.

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OUR MINIATURE RIFLE-SHOOTING COMPETITIONS.

FOR SCHOOLS FURNISHING CONTINGENTS TO THE JUNIOR DIVISION OF THE OFFICERS' TRAINING CORPS.

The firing for the trophies took place this year during the week ending March 15th, and below will be found complete scores of the competing teams, which are dealt with in detail on pages 855, 856 and 857 of this issue.

SCHOOLS FURNISHING TWO AND MORE COMPANIES.

RADLEY COLLEGE.				STONYHURST COLLEGE.			
Grouping	..	..	85	Grouping	..	..	67
Rapid	..	..	189	Rapid	..	..	187
Snap-shooting	..	..	147	Snap-shooting	..	..	114
Landscape	..	..	235	Landscape	..	..	225
Total	..	..	656	Total	..	..	593
ROSSALL SCHOOL.				DULWICH COLLEGE.			
Grouping	..	..	85	Grouping	..	..	70
Rapid	..	..	189	Rapid	..	..	179
Snap-shooting	..	..	141	Snap-shooting	..	..	123
Landscape	..	..	215	Landscape	..	..	220
Total	..	..	630	Total	..	..	592
RUGBY SCHOOL.				SHREWSBURY SCHOOL.			
Grouping	..	..	85	Grouping	..	..	72
Rapid	..	..	179	Rapid	..	..	199
Snap-shooting	..	..	141	Snap-shooting	..	..	132
Landscape	..	..	220	Landscape	..	..	180
Total	..	..	625	Total	..	..	583
HARROW SCHOOL.				FETTES COLLEGE.			
Grouping	..	..	77	Grouping	..	..	80
Rapid	..	..	182	Rapid	..	..	178
Snap-shooting	..	..	138	Snap-shooting	..	..	129
Landscape	..	..	225	Landscape	..	..	195
Total	..	..	622	Total	..	..	582
KING EDWARD'S SCHOOL, BIRMINGHAM.				MARLBOROUGH COLLEGE.			
20yds. Range.				Grouping	..	..	70
Grouping	..	..	87	Rapid	..	..	172
Rapid	..	..	191	Snap-shooting	..	..	120
Snap-shooting	..	..	120	Landscape	..	..	220
Landscape	..	..	215	Total	..	..	582
Total	..	..	613	Grouping	..	..	70
WHITGIFT GRAMMAR SCHOOL, CROYDON.				KING'S SCHOOL, CANTERBURY.			
20yds. Range.				15yds. Range.			
Grouping	..	..	90	Grouping	..	..	87
Rapid	..	..	175	Rapid	..	..	179
Snap-shooting	..	..	138	Snap-shooting	..	..	120
Landscape	..	..	205	Landscape	..	..	194
Total	..	..	608	Total	..	..	580
LANCING COLLEGE.				WELLINGTON COLLEGE, BERKS.			
Grouping	..	..	75	Grouping	..	..	60
Rapid	..	..	194	Rapid	..	..	164
Snap-shooting	..	..	138	Snap-shooting	..	..	114
Landscape	..	..	200	Landscape	..	..	230
Total	..	..	607	Total	..	..	568
CHARTERHOUSE SCHOOL.				UNIVERSITY COLLEGE SCHOOL.			
Grouping	..	..	75	20yds. Range.			
Rapid	..	..	190	Grouping	..	..	72
Snap-shooting	..	..	144	Rapid	..	..	172
Landscape	..	..	190	Snap-shooting	..	..	108
Total	..	..	599	Landscape	..	..	215
ALDENHAM SCHOOL.				EASTBOURNE COLLEGE.			
Grouping	..	..	80	Grouping	..	..	64
Rapid	..	..	166	Rapid	..	..	170
Snap-shooting	..	..	108	Snap-shooting	..	..	117
Landscape	..	..	240	Landscape	..	..	205
Total	..	..	594	Total	..	..	556
				CITY OF LONDON SCHOOL.			
Grouping	..	..	54	Grouping	..	..	54
Rapid	..	..	159	Rapid	..	..	159
Snap-shooting	..	..	111	Snap-shooting	..	..	111
Landscape	..	..	225	Landscape	..	..	225
Total	..	..	549	Total	..	..	549

BRIGHTON COLLEGE.				MILL HILL SCHOOL.			
Grouping	..	..	65	Grouping	..	..	64
Rapid	..	..	178	Rapid	..	..	167
Snap-shooting	..	..	126	Snap-shooting	..	..	102
Landscape	..	..	180	Landscape	..	..	140
Total	..	..	549	Total	..	..	473
BRADFELD COLLEGE.				BERKHAMSTED SCHOOL.			
Grouping	..	..	66	20yds. Range.			
Rapid	..	..	174	Grouping	..	..	57
Snap-shooting	..	..	93	Rapid	..	..	178
Landscape	..	..	210	Snap-shooting	..	..	96
Total	..	..	543	Landscape	..	..	125
FELSTEAD SCHOOL.				MERCHANT TAYLORS' SCHOOL.			
Grouping	..	..	80	Grouping	..	..	43
Rapid	..	..	172	Rapid	..	..	130
Snap-shooting	..	..	96	Snap-shooting	..	..	90
Landscape	..	..	175	Landscape	..	..	185
Total	..	..	523	Total	..	..	448
GEORGE WATSON BOYS' SCHOOL.				DENSTONE COLLEGE.			
Grouping	..	..	59	Grouping	..	..	62
Rapid	..	..	155	Rapid	..	..	170
Snap-shooting	..	..	120	Snap-shooting	..	..	126
Landscape	..	..	185	Landscape	..	..	80
Total	..	..	519	Total	..	..	438
SHERBORNE SCHOOL.				OUNDLIE SCHOOL.			
Grouping	..	..	65	Grouping	..	..	55
Rapid	..	..	183	Rapid	..	..	140
Snap-shooting	..	..	144	Snap-shooting	..	..	105
Landscape	..	..	125	Landscape	..	..	125
Total	..	..	517	Total	..	..	425
MERCHISTON CASTLE SCHOOL.				ARDINGLY COLLEGE.			
Grouping	..	..	65	Grouping	..	..	39
Rapid	..	..	142	Rapid	..	..	90
Snap-shooting	..	..	136	Snap-shooting	..	..	93
Landscape	..	..	160	Landscape	..	..	175
Total	..	..	503	Total	..	..	397
ST. PAUL'S SCHOOL.				CHELTENHAM COLLEGE.			
Grouping	..	..	82	Grouping	..	..	49
Rapid	..	..	180	Rapid	..	..	151
Snap-shooting	..	..	123	Snap-shooting	..	..	111
Landscape	..	..	90	Landscape	..	..	45
Total	..	..	475	Total	..	..	356

SCHOOLS FURNISHING NOT MORE THAN ONE COMPANY.

TRENT COLLEGE.				NOTTINGHAM HIGH SCHOOL.			
Grouping	..	..	90	Grouping	..	..	44
Rapid	..	..	196	Rapid	..	..	177
Landscape	..	..	245	Landscape	..	..	230
Total	..	..	511	Total	..	..	451
KING'S SCHOOL, WORCESTER.				KING EDWARD VII. SCHOOL, SHEFFIELD.			
Grouping	..	..	75	Grouping	..	..	65
Rapid	..	..	191	Rapid	..	..	177
Landscape	..	..	210	Landscape	..	..	205
Total	..	..	476	Total	..	..	447
EXETER SCHOOL.				BRIDLINGTON GRAMMAR SCHOOL.			
Grouping	..	..	70	Grouping	..	..	57
Rapid	..	..	181	Rapid	..	..	161
Landscape	..	..	220	Landscape	..	..	220
Total	..	..	471	Total	..	..	438
READING SCHOOL.				WILSON'S SCHOOL, CAMBERWELL.			
Grouping	..	..	65	Grouping	..	..	60
Rapid	..	..	171	Rapid	..	..	153
Landscape	..	..	230	Landscape	..	..	220
Total	..	..	466	Total	..	..	433
ROYAL GRAMMAR SCHOOL OF KING EDWARD VI., GUILDFORD.				KING'S SCHOOL, WIMBORNE.			
Grouping	57	Grouping	62
Rapid	181	Rapid	142
Landscape	220	Landscape	205
Total	458	Total	409

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For All Weathers, All Climates, and All Circumstances

"E" Brand Blue Label 22 Long Rifle Cartridges

Give excellent results at all ranges from 25 to 100 yards.

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EXPERT
TRAP**



Eley Cartridges and other Specialities
are sold by Gunmakers and Dealers
everywhere.



**ELEY TARGETS FOR
TRAP SHOOTING**

Show fewest breakages in transit and fewest
no birds."



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ELEY "LITEMODE"

(Light Load) specially
designed for
sportsmen who
suffer from gun head-
ache. Minimum
recoil consistent with
effective shooting.

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A Buff Cartridge,
loaded with Eley
(33 gr.) smokeless
powder and 1½ oz.
of shot.

ELEY "NEPTUNE"

An Indian Red
Waterproof Gas-
tight Cartridge,
loaded with a speci-
ally selected Eley
(42 gr.) smokeless
and 1½ oz. of shot.



SPORTSMEN

when ordering Cartridges
should never fail to specify

'SCHULTZE'

the Powder with a reputation never
possessed by any other Nitro Powder for
Regularity and Absolute Reliability.

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**THE
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Smokeless Cartridges**

Give great penetration with low recoil; easy
ejection; no residue in barrel;
very quick and absolutely
reliable.

**LONDON AND
STOWMARKET.**

ESTABLISHED
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TEAM SHOOTING

THE winning score in a team competition is almost invariably compiled by the best organised team. The task of a team organiser is a difficult and thankless one, but there is no one to whom success owes a greater debt.

The prime factor in successful team work is the elimination of the individual. In other words, each member of the team must count himself as a composite part of the whole and nothing more, ready to make whatever sacrifice he may be called upon and confident not only in himself but in each of his fellow members. To this end the team Captain should use every effort to have his team shoot the same brand of ammunition, because complete confidence cannot exist where one man uses ammunition which another considers to be inferior to his own.

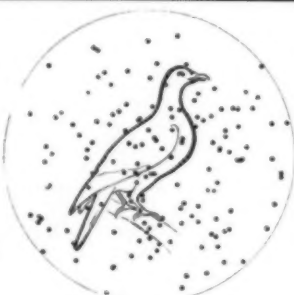
As an example of successful team organisation the recent work of the Royal Naval Barracks, Devonport Team, in the Military Mail Rifle League contest, is remarkable. In sixteen matches this team of eight men compiled an aggregate score of 12,618 at 25 yards, being an average of no less than 788.62 out of 800. Reduced to an individual average the score reaches the extraordinary figure of 98.57 (out of a possible 100), for 128 shoots!

The captain of the Royal Naval Barracks Devonport team recognised the chief qualification necessary in a successful team, with the result that each member used one brand of ammunition throughout the season's contest. That brand was the well-known Remington-U.M.C. '22 Long Rifle, whose chief characteristic, apart from its great accuracy, is that it provides complete immunity from corrosion and "leading" in the rifles. This feature, which is peculiar to Remington-U.M.C. ammunition, is invaluable in team work since it ensures uniformity in the scores and greatly reduces the chance of a breakdown.

OBTAINABLE OF ALL GUNMAKERS and DEALERS.

REMINGTON ARMS-UNION METALLIC CARTRIDGE Co.
St. Stephens House, WESTMINSTER, S.W.

A Perfect '410 Gun for 42/6



B.S.A. '410 at 20 yards.

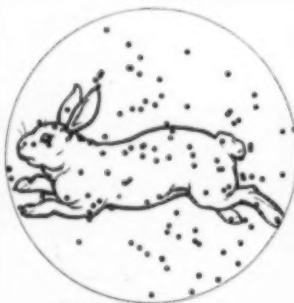
The B.S.A. '410 bore gun is a gun of ten-guinea quality at two-guinea price.

It kills clean anywhere up to 30 yards, shoots the "Magnum" 2½-inch smokeless cartridge, and is a perfect bolt-type gun for rabbit, partridge, pheasant, woodcock, and pigeon shooting. It shoots to kill and not to smash, and at 20 yards puts 88 % of the charge into a 15-inch circle.

Weight, 4 lb. 11 oz.

Just the gun for your boy!

B.S.A. '410 BORE Single Barrel Bolt-Action Ejector SHOT GUN



B.S.A. '410 at 20 yards.

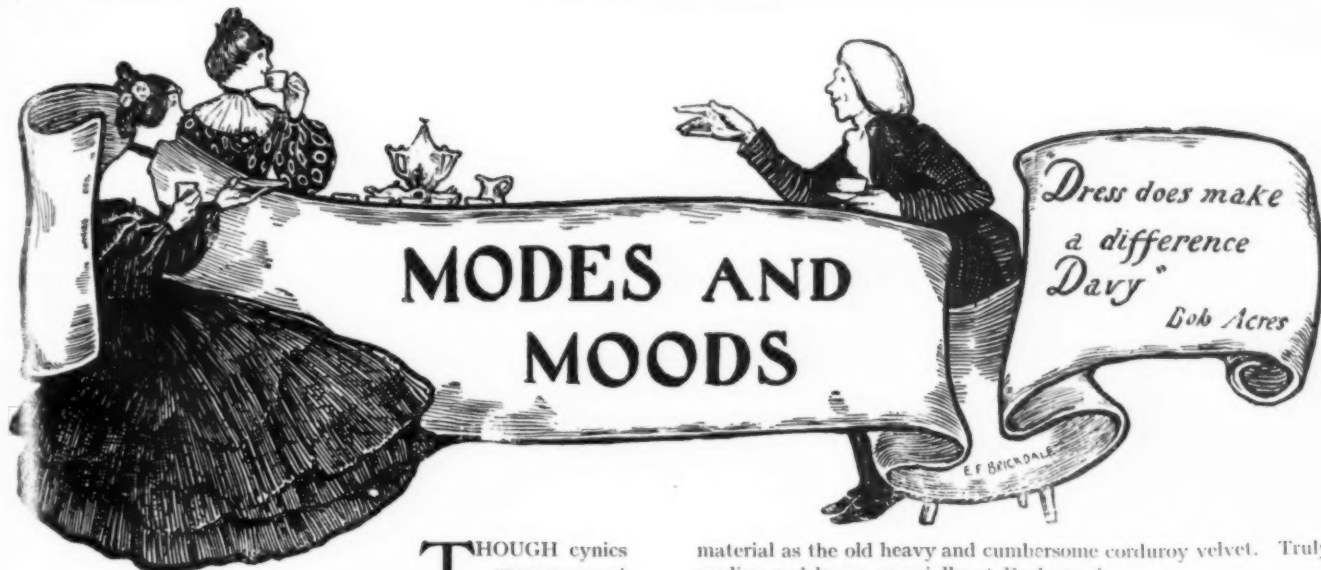
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**Birmingham
Small Arms
Co., Ltd.—
BIRMINGHAM.**

WELLINGTON COLLEGE, SALOP.		LIVERPOOL INSTITUTE.	
Grouping	32	Grouping	55
Rapid	165	Rapid	155
Landscape	210	Landscape	145
Total	407	Total	355
KING EDWARD'S SCHOOL, BATH.		KING'S COLLEGE, TAUNTON.	
<i>15yds. Range.</i>		Grouping	
Grouping	75	Grouping	62
Rapid	115	Rapid	167
Landscape	215	Landscape	125
Total	405	Total	354
KING'S COLLEGE SCHOOL, WIMBLEDON.		HANDSWORTH GRAMMAR SCHOOL.	
Grouping	57	Grouping	31
Rapid	151	Rapid	86
Landscape	185	Landscape	220
Total	396	Total	347
ST. LAWRENCE COLLEGE, RAMSGATE.		KING ALFRED'S SCHOOL, WANTAGE.	
Grouping	49	Grouping	34
Rapid	171	Rapid	144
Landscape	175	Landscape	165
Total	395	Total	343
DEAN CLOSE SCHOOL, CHELTENHAM.		LIVERPOOL COLLEGE.	
Grouping	39	Grouping	35
Rapid	150	Rapid	135
Landscape	205	Landscape	170
Total	394	Total	340
SOLIHULL GRAMMAR SCHOOL.		HERTFORD GRAMMAR SCHOOL.	
<i>15yds. Range.</i>		Grouping	
Grouping	57	Grouping	28
Rapid	132	Rapid	162
Landscape	205	Landscape	135
Total	394	Total	325
HEREFORD CATHEDRAL SCHOOL.		BEAUMONT COLLEGE, OLD WINDSOR.	
<i>20yds. Range.</i>		Grouping	
Grouping	44	Grouping	47
Rapid	118	Rapid	179
Landscape	225	Landscape	95
Total	387	Total	321
DOWNSIDE SCHOOL, BATH.		GEORGE HERIOT'S SCHOOL, EDINBURGH.	
Grouping	39	Grouping	60
Rapid	151	Rapid	105
Landscape	190	Landscape	155
Total	380	Total	320
PORTSMOUTH GRAMMAR SCHOOL.		BRISTOL GRAMMAR SCHOOL.	
Grouping	47	Grouping	28
Rapid	136	Rapid	115
Landscape	190	Landscape	165
Total	373	Total	308
HYMERS COLLEGE, HULL.		LOUTH SCHOOL.	
Grouping	34	<i>15yds. Range.</i>	
Rapid	136	Grouping	47
Landscape	200	Rapid	72
Total	370	Landscape	175
NEWCASTLE-UNDER-LYME HIGH SCHOOL.		WOLVERHAMPTON GRAMMAR SCHOOL.	
Grouping	62	Grouping	46
Rapid	180	Rapid	150
Landscape	125	Landscape	85
Total	367	Total	281
BUCKLAND SCHOOL.		Grouping	
Grouping	52	Grouping	52
Rapid	104	Rapid	104
Landscape	120	Landscape	120
Total	276	Total	276

GROUSE IN PART SAVED BY BEING LATE.

WHAT has been the salvation of a certain number of the grouse is that they came to brood their eggs very late; in fact, in the North the spring in all its manifestations has been about a month later than usual, and this was due to the terrible weather of March and the first half of April mainly. The May snowstorms and abnormal rains counted for less, although they helped in the distress of the game. From one moor that we heard of, the first sitting grouse was seen on May 10th—the very day, curiously enough, on which we heard of the May-fly showing on some of the English trout streams. This is a late date for the grouse, but the heather is even later in its growth. Within very little less than a week from the first of June there was fresh snow falling in many parts of Scotland, and all the young heather buds that could be found were occasional products of the more sheltered places. It is no wonder that the birds are late. On many of the higher lands we hear that the birds, driven down by stress of weather and shortness of food, did not return. That it shall be a good year, or even an average year, is beyond reasonable hope.



THOUGH cynics may sneer at what they are pleased to call the foolish extravagance of modern fashions, the cult of the beautiful in feminine dress has at least achieved two shining victories. One is the admirable attention now given to all the little details of a toilette, those minor touches so trifling in themselves, but of such infinite value in the building up of an harmonious whole. Every item that goes to the making of a gown may be perfect in itself, but if even the smallest and least important is out of keeping with the rest, the whole effect aimed at is hopelessly lost. Dress nowadays is no longer a business, it is an art, and, like other artists, the skilled couturière sees to it that every part of the picture is well composed and without even the suspicion of a jarring note to mar its beauty. Another achievement of the dressmaker of to-day is less easily described than the dainty thoroughness that has gradually become part and parcel of every modish gown. It is no less than the new-found appreciation of the power of subtlety in dress, the potent charm of what, for want of a better expression, I will call the elusive note.

The evening gowns of the near future are to be wonders of manipulation, and bid fair to drive the lesser lights of the modistic world to despair. A well-known couturière told me the other day that she was beginning to consider the most beautiful creation a failure, if even an expert could describe it quite accurately. The idea, like most extreme notions, hails from Paris, but I venture to think that though we may borrow a hint now and then from across the Channel in the matter of new designs, we have little or nothing to learn in the management of colour. This was borne in upon me very forcibly during the early part of the week, when, after contemplating a lot of race frocks, stretching through Sandown, Epsom and Ascot to the glory of Goodwood, I made a voyage of discovery to Burberrys' in the Haymarket. There I found all that the most exacting woman could desire in the form of race coats, so pretty and artistic in treatment that ten years ago we should literally have rubbed our eyes in amazement at the sight of them. Then a race coat was simply a high-class wrap, lighter in texture and more elaborately trimmed than other wraps, but even so most of them had no special pretensions to beauty. The Burberry race coat of the moment is a different matter altogether. Colouring has always been a strong point with this house, but their new production, poetically christened "Melody" silk, excels anything yet attempted. Supple in texture and woven with the greatest skill, the surface of the material ripples with soft lights and shadows, the blended colours melting into each other with delightful effect.

My first picture to-day illustrates a coat in this charming fabric, carried out in a delicious mixture of delicate blue and green. Elegant and very simple in design, it displays all the well-known points of the Burberry cut; it is ample without fulness, and shows every line of the figure to advantage. The revers and doublure are of Talisman silk—another speciality—which owes its name to the mystic "Good Luck" sign woven into it in slightly deeper colourings. A few large buttons with metal threads mingling with the silk are used to fasten and punctuate the coat and at the same time accentuate the iridescent note of the whole scheme. The handsome, heavily fringed sunshade matches the coat, and hats and scarves can be tied to tone with all the many shades of "Melody" silk. Among a host of other pretty and desirable things I noticed yet another typical Burberry coat. It was made in their new velvet-finished corduroy, as soft as plush and extraordinarily light and pliable. It is difficult to believe that in essence it was the same

material as the old heavy and cumbersome corduroy velvet. Truly we live and learn, especially at Burberrys'.

The dresses to be worn with these and other delightful overalls must be considered later. Modes just now are changing daily, and fashions for the most important functions have not yet declared themselves; in addition to which, our recent foretaste of what the weather may have in store for us has turned all our thoughts



A RACE COAT IN BURBERRYS' NEW "MELODY" SILK.

in the direction of the simplest and coolest of summer frocks. Fresh from a temperature of 80deg. in the shade, chiffons and muslins, shady hats and parasols of airiest construction call us irresistibly. A treatise could be written on how to cope with the difficulties of dressing comfortably on a very hot day, but everyone will agree with the axiom that the next best thing to being cool is to look cool. I once asked a friend whose word I set great store by how, in her opinion, this minor problem might most easily be solved; and, without a moment's hesitation, she avowed: "Wear white; there is no colour to equal it."

This brings us at once to the very general objection that white in daylight is so trying to the average complexion. But there



A CHARMING RIVER GOWN IN JAPANESE BLUE AND WHITE.

are so many ways of managing white, and if we take cream and écreu into the scheme of things, there are so many shades to choose from, that a becoming hue can surely be found for everyone who will take the trouble to look for it. This year, too, the matter is further simplified by the pretty fashion of wearing a band of velvet about the throat with an open collar of soft white muslin. That little dividing line between the top of the bodice and the face makes a whole world of difference; it has the gift of bringing far more trying colours than white into harmony with the tone of the skin, and for outdoor use there is always the modifying effect of a becomingly lined sunshade.

Next to white, green is the coolest of all colours to the eye, and white and green is an ideal mixture for river and garden wear. A sweet little dress of almond-green silk crêpon, suitable for a

garden party or any similar afternoon function, had a deep band of fine white lace inserted just above the hem and continued up the front to the waist. The bodice was cut almost in bolero form, and was finished at the neck by a lace collar that developed in front into wide revers, hanging in points to the waist. Under these points was twisted a little belt of almond green velvet, finishing in a flat bow.

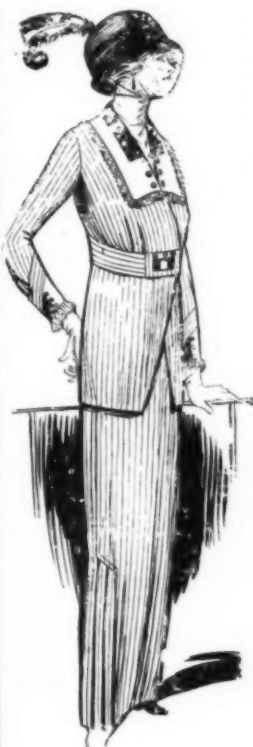
My second sketch this week spirits us away from the realms of silks and crêpons, and brings us face to face with the more substantial charms of gowns for wear in the country and up the river. River frocks, as a general rule, are broadly divided into two distinct types—the very useful and the ultra-ornamental; but it seems to me that our present model exactly strikes the happy medium between the two. It is an original study in Japanese blue and white, so simply and neatly designed that it could be donned for a long day's boating with perfect confidence, and, at the same time, so *chic* in effect that it would not be out of place at the smartest of river functions. The white linen skirt wraps over in front so boldly that it rather resembles an enormous revers caught above the knees and again, nearer the hem, by three large blue linen buttons. It is slit up at the hem just sufficiently to allow freedom of movement. The sleeves of the open bodice are cut in one with it, and are finished at the elbow with deep cuffs of blue and white striped linen, which is also used to form the vest and spreading sailor-collar. But the detail that gives character to the dress is the quaint little tunic basque, which falls from under a wide sash of blue washing silk and across the figure in a long bias line from below the left hip. A particularly becoming hat in fine white open-work picot, with an under-brim of blue, finishes the costume.

Now that race meetings and open-air festivities of all sorts are in the air special interest attaches to a little book just issued by Messrs. Dickins and Jones, Regent Street, W., treating exclusively of race and fête gowns and wraps. This firm have always been renowned for their exquisite day gowns, and the free scope which the fashion of the moment permits has enabled them this year to make a really marvellous display of beautiful garments. My fancy was immensely taken by a smartly draped skirt of black broché moiré allied to a coat of white charmeuse girt with a high swathed sash of the broché moiré; and there is another lovely model in white crêpe éponge with a soft coat pouched over a full belt and having a deep basque behind, which would make any woman envious. A race-gown in white muslin and Cluny to be worn under a loose draped coat of green chiffon with touches of mauve velvet at the waist and round the neck is an ideal toilette for a hot day, and there are numerous other lace and lingerie gowns, while printed voiles and fancy taffetas are converted into the most fascinating picture frocks. A lovely wrap is expressed in black chiffon with a top and voluminous sleeves of velvet broché, and, of course, there are lace, ninon and beaded coats and cloaks galore. Motor and dust coats in satin gloria, shantung and crêpe de Chine will commend themselves to practical folk, and there is a most becoming and useful long coat in black moiré lined with silk costing less than four pounds, which will certainly find many purchasers. Hats, sunshades, gloves, etc., fill the booklet, and in every case the same perfection of design and moderation in price have been observed.

The most promising of hunting grounds for the giver of wedding presents who wishes to find something which will be appreciated by the recipient and will not be duplicated *ad nauseam* by other generously inclined folk is the antique gallery at Messrs. Debenham and Freebody's, Wigmore Street, W. Any lover of old needlework, lace and embroidery will enjoy wandering round the spacious gallery devoted to the purpose, examining the quaint samplers and needlework pictures and panels which form a large part of the collection. At the present moment an object of great interest is a very rare Elizabethan panel in black silk representing giraffes, leopards, rabbits and other incongruously grouped quadrupeds wandering in an orchard with guardian angels overhead. A Queen Anne *petit point* screen panel, depicting a shepherdess and her sheep, with its brilliant stitchery marvellously preserved, is another treasure trove. A dolly of the same period, still wearing her original quilted petticoat and mob cap and seated in a rush-bottom chair as old as herself, will appeal greatly to the collector, and the old filet and other laces are exquisite. Bead and woolwork are well represented, and there are some fine embroideries of the Stuart period and Italian XVII. century work, though one at least is Elizabethan, which would make beautiful bedspreads or sofa covers. Old glass and china also enter into the collection, and among many quaint knick-knacks a little rosewood work-box with the original mother-o'-pearl fittings, and a tiny musical-box in the bottom, which still tinkles an eighteenth century melody, make a strong appeal to our sentimental fancy.

L. E. M.

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THE CHINESE PRESS.

The Flowery Republic, by Frederick McCormick. (Murray.)

THIS book gives the most complete and intimate account of the Chinese Revolution which has yet found its way into print. In an unconventional but useful revolutionary scenario which the author sandwiches between his preface and his text, the action of the play is reckoned to have begun in 1839 with the opening of Protestant schools of Christian knowledge. His next point is between 1842-60, when seventeen Treaty ports were opened to foreigners. Then, in 1870, is the significant arrival in America of Chinese students. From that point he jumps



"Fighting bandits in Honan"

distinguish them from the Cavaliers in Cromwellian times, so the new Revolutionists in China speedily assimilated the idea of making the absence of a queue a mark of their followers. As late as 1911 a venerable Chinese member of the National Assembly at Peking swore, "I will part with my head but not my queue," in the course of a speech opposing legislation directing its abolition. The pathetic detail is added that

an examination of the head of the old gentleman showed that the queue which he had defended so passionately was a mere wis attached by only a few desperate hairs.

But these hairs symbolised him all the old order that was

中國之國民
博評擬京
劉倫信



"A Chinese now has heavy responsibilities—small privileges."

風車
自新
不運動焉能解渴



"Travels of a peasant—At the Windlass."

真心熱冷



"The People are warming up Constitutional Affairs and the Officials are trying to cool them."



"The Censorship."

forward to 1898 and the reform decrees issued by the Emperor Kuang Hsu. In 1900 was the Boxer Insurrection, and from that point until 1911 there is a continuous stream of insurrectionary events. But to many the most interesting sidelights of recent Chinese history are furnished by the chapters on the Press and the queue. How the pigtail came to be the distinguishing mark of a Chinaman it is difficult now to determine, for that method of wearing the hair was common in this country a hundred years ago, and it survives still in the Courts of Law. But just as the Puritans cropped their hair to

changing. In the end a measure was passed making the wearing of a queue optional. The movement, which may be called the hairdressing movement, took root first in the South. It is described as a kind of "March through Georgia." The author describes the queue-cutting at Tientsin:

In a city of two and a quarter millions not a queue was visible in the streets after three days. Citizens who were determined to hold on to their ancient and honourable appendages remained in seclusion and fear. It was a gala day for all those Republicans who could arm themselves with shears. They paraded the streets ready to sunder every queue. Shopkeepers joined the groups and mobs of queue-cutting outlaws, all-good-natured, awaiting the unsuspecting



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victims—carriers, chair-bearers, teachers, salesmen, farmers. Clip, and off came the victim's queue—his mortification greeted with howls of delight from the crowd. It was a kind of daylight "Boston Tea Party," in the Canton style.

The queue-cutters ranged the streets and the wayfarer had no chance of escape. The mania spread quickly over the rest of China. One man opened a barber shop and announced queues cut free, doing a roaring business in a short time. A restaurant-keeper boasted that he had cut off at least three hundred queues. Strangers had their pigtailed shorn off on arrival. All this was helped by the new Chinese Press. Before the year 1900 there were hardly more than half-a-dozen established newspapers in China, but from that time onwards they began to multiply:

Newspapers sprang up in all the large cities, and the South furnished the revolt, but it was from Peking that the national Press was created, and in five years all stages of the newspaper drama that in the West covered decades was worked out.

One of the first reform journals was called *The Child's Educator*, which was started in 1902 and contained little stories in geography, natural history, physics, and extracts from Aesop's Fables. But under this innocent guise it played an important part in the education of the people. By 1903 the young reformers had begun to build up the Press, learning the uses of foreign printing machinery and the arts of process-engraving from the Japanese. Although movable type had been invented in China, it had been confined to books over all the untold centuries. The conveyance of news was through the tea-houses and the guild-houses. The oldest newspaper in the world is the *Peking Gazette*. It existed for twelve centuries. Mr. McCormick describes it thus:

It was police immune. It had prophesied but never propagated revolution or disruption of empire. Its dignity had never permitted it to "throw its hat in the ring." It had never "espoused." It had never had a Latin motto. It had never seen a Sunday, and consequently it had never had a Sunday edition. But it was exclusive. It had had

twelve centuries of "scoops" and "beats," and that without any special correspondents, any extras, or any fuss. It never voluntarily enlarged its edition, and the nature of its contents never changed. Never written but always understood, these were: Edicts, Rescripts, Memorials. If on occasion there were no edicts, their place was taken by a statement to that effect conveyed by two characters. It was delivered to subscribers only in fair weather.

The names of the chief Chinese newspapers to-day show that they have been adopted very largely from those of our own press. They are: *Illustrated News*, *Universal Gazette*, *Northern Official Gazette*, *Woman's Journal*, *Public Opinion*, *Daily News*, *Black and White*, *People's Voice* and *Politics*.

That was just after 1903; but as the revolution gained force this was reflected in the titles of the new papers, such as *China*, the *New Loyalist*, the *Wisdom Opener*, the *Risen Nation*, and so forth.

The power of the Press in China was something truly startling in the end, the most comprehensive demonstration of that power which the Press has ever had. In the West the Press has been of slow growth, but in China it may be said to have arisen in a day, equipped like a giant. It brought on the greatest experiment in constitutional government ever attempted, and in five years it aroused and overturned an Empire and subverted a Dynasty. "The loyalty of the army, upon which the Prince Regent relied, and on which one-third of the revenue of the Empire was spent, was sapped by the propaganda of hundreds of journalists," said a Chinese public man. Overturning the Manchu



Fat officials and lean people.

a cock with the inscription, "A cock must crow when the time comes." One newspaper commented on its fellows with a cartoon labelled, "The eyes of the newspapers see much, but the mouth is closed."

Those we reproduce give an excellent idea of the cleverness and effectiveness of the new weapon; but

Aside from cartoons, the editors had at their command a language which in its written form is itself pictorial, and under the tradition of Chinese literary style and the cleverness of literary execution which the Press abundantly possessed was capable of every trick of suggestion, impression, and thought. The papers satirised, derided, goaded, scorned, ignored, in a character. An art that had belonged exclusively to the literati, among whom it was a polite accomplishment, became a weapon in the hands of the Chinese student journalist.

The whole story of the Press in China illustrated the extraordinary rapidity with which

changes can be reproduced under modern conditions. Here was a nation that had a splendid constitution, the only fault of which was that it had not adapted itself to changing times. Those who promulgated it appear to be of opinion that things would be the same till the end of the world, hence China, during all those centuries in which the nations of Europe were each struggling with its destiny, was content to mark time. Other parts of the world got in front of it, and the bottom of the Revolution is the recognition by the Chinese that if they have to keep their place in the world they will have to abandon the old ruts and conventions in which they and their forebears have been accustomed to run. Those most qualified to speak feel assured that out of the unrest of the moment there is about to grow a nation which will be all-powerful as soon as it becomes conscious of its strength. Should it be content to work within its own boundaries all will be well; but there are many influences making for the formation of new ambitions, and if Japan and China were, after, say, another fifty years of progress, to be bound together in one firm alliance, there is nothing to prevent them from dominating the world. Up to now Westerners have lived in the complacent belief that they were the superior races; but the history of the world shows that in the making of civilisation the dominating thoughts and the dominating men came from the East.



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The Mandarin and the foreigner—"The rare bird."

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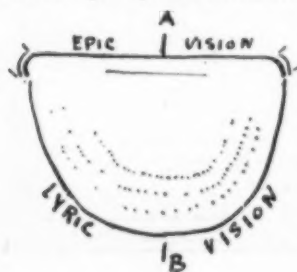
THE MONTECITORIO AND SARTORIO'S FRIEZE.

THE great work of rehousing the Chamber of Deputies—the Lower House of the Italian Parliament—is now well advanced, and I am able—through the kindness of the architect, Cavalière Ernesto Basile—to give my readers some account of this important architectural

work, as well as of the magnificent series of decorative mural paintings by Aristide Sartorio, which are due to be in place in this month of June, and of which I am able to give some fine illustrations. The actual completion of the great building now in progress at Montecitorio will take longer. It is a work not merely of construction, but of reconstruction—of adaptation of older material to modern needs—that Cavalière Basile has had to face; and he has done so with sound judgment as well as felicity of design. The old Palace of Montecitorio, with its noble front, was commenced by Prince Nicholas Ludovisi by that stupendous artistic genius, the master of his age, Bernini, about the year 1660; but, through lack of funds and the death of the great architect (in 1680), it was not then completed. Towards 1695 the Pignatelli Pope, Innocent X., decided to make use of the existing and unfinished fabric, and called to his aid the architect Carlo Fontana, with instructions, however, to limit the vast plan of the building and its consequent expense; and on these lines the work was continued.

With Bernini we are already in touch with the Baroque. With Fontana and Matteo de' Rossi, Bernini's own pupil (who undoubtedly assisted Fontana in his completion of the building), we are in the midst of that remarkable movement in art and architecture; and Cavalière Basile, in his reformation of Montecitorio to the needs of a modern Chamber of Deputies, while admiring (as he has told me himself in a recent conversation on this subject) those great qualities of the Barocco—above all, its assertion of individual character—which are too often overlooked in our days, and yet admitting its defects of exaggeration, has sought judiciously to combine these elements into one design, while preserving that magnificent front of Bernini which has for three centuries been one of the architectural glories of Rome.

The magnificent series of paintings by Aristide Sartorio are to form the decoration of the Hall of Parliament itself. In describing these paintings, I have to aid me the notes of the artist himself, which he kindly supplied to me recently when I visited these works in his studio at Rome. Sartorio had a flat space, as well as a large curve, to fill with decorations; and perhaps a glance at the enclosed plan (which he sketched



"ITALIA HERSELF AGAINST THE RISING SUN."



"THE HORSES OF DEATH URGED ON BY THE FURIES."

best explain his treatment, A being the side facing the Deputies, B the great curved exedra in front of the President and Ministers. On the level wall (A) he represented what he very correctly calls the "epic vision" of the race; that is to say, the story of Italy in the invasions of the barbarians, typified by the "horses of death," urged on by the Furies (see illustration), in the resistance of the mediæval communes and,

finally, in the movement, led by Piedmont within our own times, towards the unification of Italy and the creation of a great modern nation. This "epic vision" is limited on either side by these rounded angles, which he calls the "Gates of Italy," and on the great curve facing the Ministerial Bench he has employed all his

imaginative resources and exquisite sense of plastic beauty in what he calls the "lyric vision" of this reborn Italy. For it is Italy herself who steps out before us here against the rising sun (see illustration) in her four-horsed chariot, whose bridles are held by the Dioscuri, the sons of the North and South. And before this beautiful maiden, who looks at us with open, fearless eyes, the Renaissance offers to her "the gifts of the Spirit—the symbols of the arts and sciences, of the Common Language, of Humanism, Classicism and Chivalry." Following the curve of the exedra Professor Sartorio has grouped on either side of Italy what he describes as "the virtues of the people," and it is perhaps in these groups that his inventive genius and his sense of beauty have found their freest expression.

For my illustrations I have to thank the kindness of that master of modern photography, Signor Domenico S. B.

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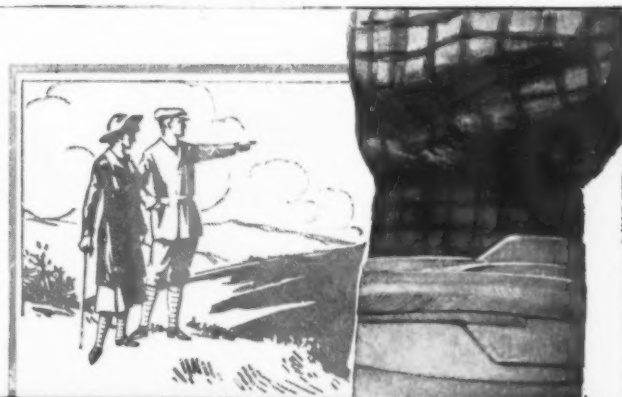
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SOME RECENT NOVELS.

Sons and Lovers, by D. H. Lawrence. (Duckworth.)

THE threads of those pre-natal influences which go towards the fashioning of the character of Mr. D. H. Lawrence's principal character, Paul Morel, are very cleverly entwined by the author in his skilful and acutely psychological analysis of the pair who give Paul Morel birth. The opening chapters of the novel could not be bettered; in them we are given, with deft, sure touches, the spiritual history of the curious, unsuited husband and wife; the one a collier, a drunken, handsome, all-conquering bully, the other a creature of courageous and sterling puritanism, small, and strong, and jealous for the young brood that have come, unwanted, into the world. Paul Morel is an artist; an eager, seeking, passionate and self-mistrustful, but selfish, soul. As life widens and develops, he takes, with a kind of devastating spiritual ruth, one woman and then another, in the vain hope to find satisfaction and the fullest self-expression; the while his tragedy unfolds, the anguish of his state strikes at the reader's heart, and gains his sufferance against his better judgment. For Paul is a parasite, who all is said and done; and though, without undue intrusion of his gift, it is that he will yet become one of the great, it may also be safely hazarded he will not obtain the limits of his powers without further sacrifice on the altar of an insatiable, devouring capacity to feel with a peculiarity of temperament that can ruthlessly take all in the hope of eventually discovering that one to whom he shall give all. It is a very clever study, perhaps a slightly inhuman one; certainly one that provides moments of acute distaste for the too close analysis of erotic passion. Distinctly clever, indeed, something more, it is impossible, in making such delicately perceptive and almost painfully intuitive work as this, not to deprecate the decadent tendency of its general impression.

The Gate of To-Morrow, by Norman McKeown. (Cassell.)

IN *The Gate of To-Morrow* a very good story is to be found. Mr. Norman McKeown takes us to the Australian goldfields and there discovers for us a small mining-camp made up of a little company of four. On the eve of a change of fortune there comes to Curra Curra Creek a derelict woman, who is found by one of the four partners in a desperate condition and dying of starvation on the side of the track close upon the camp. Nursed back to health by Happy—in other days a priest—the stranger, by her beauty and powers of persuasion, succeeds in gaining the promise of a temporary hiding-place with the four, who are too seriously occupied with the working of their claim to seriously consider the inconveniences of the presence of a woman in camp. At first, in a reaction from former experiences, Margot makes no effort to impress her womanhood upon her hosts, and all goes well. Eventually, however, inevitable boredom seizes her, and she amuses herself by proceeding to intrigue one of the four men; the result finds her own affections—as far as she is capable of love—engaged, to the inevitable disillusionment of her lover. In creating the character of Margot, Mr. McKeown does not seem to have been quite sure of himself; her repugnance towards the overtures of Matthew and the arguments she presents to herself in defence of turning her battery of charms on Peter are out of keeping with the true colours with which the author decks her out at the last. Still, to look for too consistent characterisation in a novel which is one of adventurous incident rather than psychological interest is perhaps illogical, and it cannot be denied that the interest of the book is well sustained.

The Broken Bell, by Marie Van Vorst. (Constable.)

THERE is a cultured and very pleasing quality in the writing of Miss Marie Van Vorst. While *The Broken Bell* develops no new ground, it yet succeeds in captivating the reader by its artistic appeal. Here is just a simple story of a disillusioned and unappreciated wife who decides to seek in travel some balm for the constant wound of her husband's recurrent unfaithfulness. Inevitably the Contessa Sant' Alcione finds a promise of romance; at Pieve she meets an old friend of her husband's, Alessandro della Gaudara, who some years previously had wrecked himself socially by marriage with a peasant girl. Gaudara loves Sant' Alcione at sight, and, while following the course of their intimacy, Miss Van Vorst gives us some charming descriptions of the countryside. On the eve of surrender, Maria receives her husband's appeal that she return to him soon; it is impossible to refuse to forgive again the father of her dead child. Conscience and inclination at war, her decision is quickly made, and her love for Gaudara is sacrificed. Miss Van Vorst has written a beautiful and touching story in *The Broken Bell*.

Virginia, by Ellen Glasgow. (Heinemann.)

THE story of Virginia is a depressing one. From girlhood to middle age we follow the once lovely being whom Oliver Treadwell loved at sight, married upon an overwhelming wave of physical attraction, and ceased to cherish when maternity and time had dulled her youthful beauty. Miss Ellen Glasgow has spared us nothing of the tragedy of Virginia's incapacity to keep the love of her husband, a tragedy destined to overtake her inevitably, because with her temperament it was impossible she could enter into the ambitions and petty vanities of the playwright who, according to the traditions of the Treadwell family, was bound to thrust his way to the front, even if it were over a woman's heart. Virginia is a fair example of that strength and nobility which in seemingly clinging and weak women of a past generation so often rose to the occasion to surprise the undiscerning; a generation whose conventional ideal of womanhood she amply fulfils. Packed with thought as it is, eminently the outcome of a fine intelligence, and displaying at its best Miss Glasgow's artistic psychological insight, this novel is one that stands out as a distinctive piece of noble portraiture.

The Dominant Race, by W. H. Adams. (Smith, Elder.)

IN *The Dominant Race* we have a good story well told. James Brown, a young Englishman of decided but untried opinions, upon becoming a barrister, applies to the Colonial Office for a District Commissionership on the Gold Coast. Circumstances and influence are favourable, and he is sent out to Simpsonton to relieve John Hilary, a seasoned official whose leave is already overdue. In month's

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induction of Brown ends in the pair coming to a misunderstanding, though the elder man has done his best for the younger. As a result, when Hilary receives instructions to proceed himself to Anum, a disaffected district, or send James Brown if he considers him fit, he sends the latter, whose strongly expressed disinclination to remain in Simpah has somewhat nettled Hilary. The result, at one time threatening to engulf the youngster's reputation, eventually proves his claim as one of "the dominant race." Mr. Adams, himself a late District Commissioner, knows his country and his people; his descriptions of the forest and native customs show a quiet observation and strike a note of reality that gives the book real value. This genial tale should find him many appreciative readers.

The Strength of the Hills, by Halliwell Sutcliffe. (Stanley Paul.)

"THE STRENGTH OF THE HILLS," though a novel of attractive quality, is dependent for its appeal upon the extreme unobtrusiveness of its pretensions. Penetrating into the past of sixty years ago, Mr. Halliwell Sutcliffe, with the Haworth moorlands for a setting, plans a simple and conventional story out of ordinary material enough. Roger Holt, a good sportsman, though something of an idler, is one of that class of impecunious landowners who, about this time, found themselves in a difficult dilemma. Disliking the idea of erecting mills, shrinking from the continuance and addition of indebtedness and harassed by tempting offers for land, Holt and his father are yet united in their determination to withstand the pressure necessity is putting upon them; when, through the death of the latter, the son finds no other course open to him than to sell or spin. The gradual development of his character under the rigours of a hand-to-hand fight with men wiser than he, the spur of an inherited dishonourable indebtedness urging him on, is carefully analysed in the process of his fortune's making; and, incidentally, a somewhat old-fashioned but attractive story is told in which Mr. Sutcliffe finds opportunity for several delightful descriptions of the countryside which has already figured happily in other novels from his pen.

Lu of the Ranges, by Eleanor Mordaunt. (William Heinemann.)

THERE is an extraordinary strength and grip in this novel of Miss Eleanor Mordaunt's. With an almost reckless extravagance in the wealth of her detail, the forcefulness of her realism, the author carries us along with her through the rough story of Lu of the Ranges, from the moment when Julian Orde discovers her and two younger children deserted by their parents, starving on the mountain-side, to that when as a kind of freak dancer she has taken Melbourne, Sydney and Adelaide by storm. The character of Lu is a very fine piece of portraiture; generous to a fault, hard as nails, primitive in her loves and hatreds and almost cruel in her justness, the nobility of the womanhood in her—though seared and scarred by such experiences as she undergoes on the dairy farm in the plains, a heart-breaking and almost incredible existence—is always clearly to the fore. There are scenes in the novel that remain vividly in the memory when the book is laid aside, in particular the weaning of the calves, the young mothers in the maternity hospital bouncing their babies on the mattresses, and several uncompromising incidents in the girl's fight for a livelihood for herself and her

child. Miss Mordaunt is not successful in the character of Julius Orde, and with his intrusion into the latter portion of the story the interest slackens. As has been said, however, there is enough that is remarkable in Miss Mordaunt's handling of the character and environment of her heroine to impress us with the conviction that the author is sincerely attempting to deal faithfully with realities, and with this end in view she has certainly attained a considerable measure of success.

That Which Was Written, by Sybil Cormack Smith. (Methuen.)

THE question of how far in a woman's past life should become the property of the man she is about to marry may be taken as the centre round which this novel has been written. Miss Sybil Cormack Smith has sketched in forcibly the background of her novel, a South African one; the two principal woman characters are carefully contrasted, and, in particular with regard to that of Nancy Burke, could not well have been better drawn. By no means attractively, the Burke family stand out with an individual distinctness which is eminently effective: the garrulous, plaintive, ineffectual mother; the loutish, silly sons; the scolding Nancy with her beauty and her hard wit and shrewdness; the repressed, embittered, yet slavishly conscientious Carlotta. Into the story home comes the young Englishman, Stephen Eldon, requiring extra grazing land, bringing with him promise of an existence other than that the sisters have so far known. Both, in their different ways, make bids for his liking; but to Carlotta goes the gift of Eldon's love—a love that, later, is not big enough to meet adequately her confession of a past folly. From this point the story weakens, and, with the re-entrance of Olsen Arlstrom into Carlotta's life, the action is delayed by several moralisings upon Eldon's state of mind; yet there is originality and force in Miss Smith's handling of her subject and her environment is well realised.

Middleground, by the Author of "Mastering Flame." (Mills and Boon.)

THE author of *Middleground* has made good capital out of a novel situation. His heroine, on the eve of discarding her husband for a lover, Louis Pembroke, visits the latter in his bungalow with the intention of remaining under his protection. To the bungalow comes first John Brent—the friend who suspects the imminent catastrophe, and intends to prevent it—and, second, Nash Comer, the husband, himself. Pembroke's servant is ill, and while Hilary Comer is in hiding and the three men in conversation, the doctor arrives, makes a diagnosis of the patient's symptoms, and declares such people as are in the bungalow to be quarantined by cholera. There has been a bad outbreak of the scourge in Shanghai, and the measures taken against infection have been extraordinarily stringent. As a result of this, Louis becomes the harassed host of Hilary, her husband, and John Brent, the philosopher, who at one time preached free love to Hilary before her marriage. The story is not tragic, the situation provides scope for a few surprises with which the author makes entertaining play, and the author is herself very much interested in her characters, who act up to their parts, in every case but that of Nash Comer, with commendable faithfulness to type.

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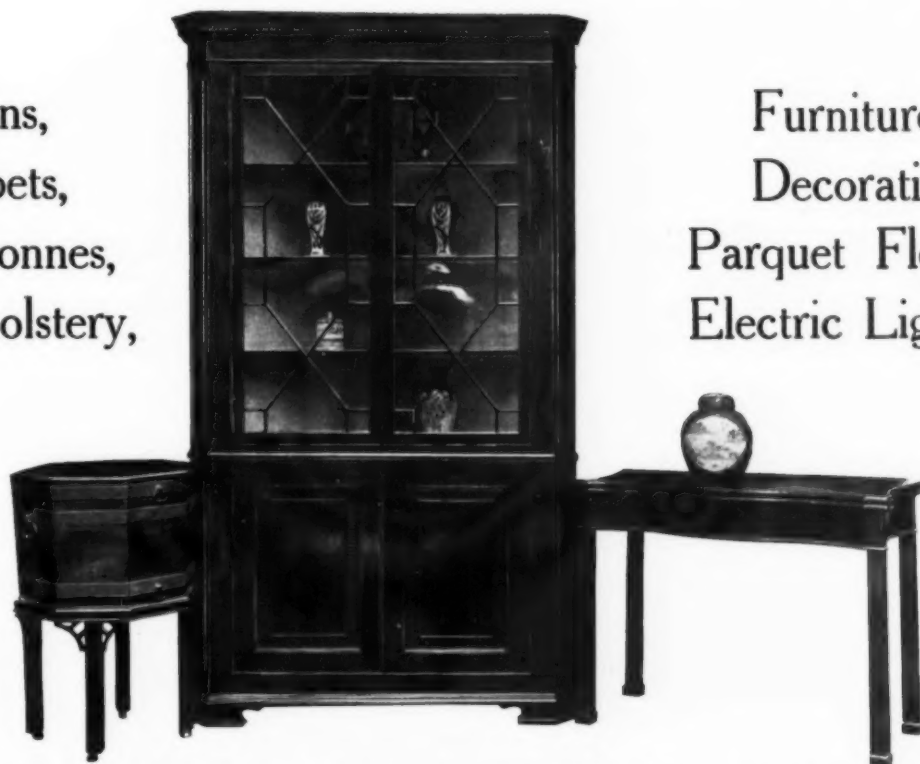
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CHANGING RUSSIA.

Changing Russia (with fifteen illustrations and a map), by Stephen Graham. (John Lane.)

IN order to know a country a man must avoid the cosmopolitan hotels of its big cities. He must live with the common people, talk with them, eat and drink with them; if possible, he must work with them. To ask them questions as an outsider is to invite exaggerated answers. When a man has worked in a city, earned his bread in it—felt it, that is to say, from the standpoint of the majority—he has begun to understand it; and when he has spent weeks in the smaller towns and villages and has been accepted by the peasants as one of themselves, sharing their meals and hardships, he is in a position to feel what they feel. Few writers are sufficiently in earnest to carry out so thorough a programme. But Stephen Graham has done it with Russia. He has worked in Moscow, and he has starved in the Caucasus. He has tramped on foot from Archangel to the Black Sea and from the Black Sea to the Ural Mountains. He speaks the language, he knows the literature, he has an instinctive sympathy with the ideals of the people, and he has spared himself no amount of labour to learn at first hand the truth about this huge country and its rapidly awakening millions. Here is a man whose books are his life, for what he writes he has first lived. The curious psychology of the Russian seems to have no mystery for him, for with intuitive faculty he discerns what is vital, and with a sure hand describes it. Oddly enough, he looks himself like a big, burly Russian. Certainly, as an able and sincere interpreter of a strange and puzzling land, he stands out as a man with knowledge, almost alone. And, having followed all his books with careful interest, it is possible to say this without flattery. At the present moment he is in America, learning in detail what happens to the scores of Russian emigrants of the poorest class. Having studied them at home, he has accompanied them to the new country of their adoption, and his report of their fate upon American farms should be of genuine value. There is a thoroughness in his methods that commands admiration. Russia holds him fast. After reading this book under notice, it was impossible to see "Max" drawing of Sir Edward Grey in the arms of the Russian Bear without thinking that Stephen Graham was somewhat similarly placed—only in his case the bear would hug him with affection in return for his labour of love. Certainly he is close to the big Bear's heart. *Changing Russia* is a journal of a tramp along the shores of the Black Sea, of a vagabondage in the Urals, and of a walk in the Crimea. But it is far more than that. The "tramp" is now student of conditions, social, intellectual, industrial, and ever with an eye to the future. In his heart he is aware of the essential elemental tendencies of the great awakening monster, the New Russia; and, while one may quarrel with one and all of his conclusions, one must at least say "Thank you" for the data so faithfully and laboriously collected. They are presented with lucidity, touched with beauty. You see Russia naked. "This study," he says, "is of Russia of the hour, that which changes as I write . . . and of the miscellaneous literary, artistic and social issues which show the present state and direction of Russian culture." It is of absorbing interest. "In preparation for my long vagabondage, I bought myself a bright blue peasant blouse and a broad belt; I wore the shabbiest pair of old black trousers, and an old brown Russian hat that had weathered many climes. I looked a vagabond." With his heavy pack upon his back the children called out to him for a tune, thinking he was an itinerant musician carrying an organ. For weeks and weeks he tramped the lovely shores of the Black Sea, sleeping beneath the stars, eating the wild fruits, having adventures with the Caucasian tribesmen (Chapter XIX.), fording rivers (Chapter XXIV.), talking with all and sundry, and writing his book in the open air. "After a fresh night I awoke with such happiness in my veins that I was full of an irresponsible gaiety. . . . A wash in the mountain stream. Tea. Then I spread my rug on a little bridge, and laid my books and papers all about. I made myself an open-air room on the mountain side at the feet of gigantic beeches. There, sitting and writing, or walking up and down and thinking happy thoughts, I wrote many of these pages. All the time I had a fire going, and my pot was on it. All day the sun shone kindly over the bosom of the forest. . . . But how quickly the time passed! When it became evening I was amazed; it seemed I had only been an hour in my paradise." And his weeks of encampment with the fishermen on the shores of a Ural lake are described with the same spontaneous enjoyment of the simple life, and breathe the same joy of the open. It is in quiet spots like this, by the shore of a lake, on the edge of a forest, or camped among wild flowers, that he reflects upon what he has seen and heard, and writes his account of modern "changing Russia."

And of these changes the gravest, apparently, in his opinion, is the growing commercialism of the country. He describes the steady flow of British capital into Russia (due in part to the "barren victories" of the striking English trades which "tend to develop Russian commerce" indirectly) and remarks then: "To the man who knows the Russian peasantry in its simplicity and purity far away from commercial regions, there can be but one thought at the prospect of its life when it is called into a fierce industrialism, illiterate, unprotected. . . . The hope lies in the Tsar and his advisers, who are all conservatives, that they truly conserve and keep the peasantry living simply and sweetly on the land, that they will not make any more commercial concessions when once the present pecuniary needs are satisfied. Of course, if the Tsar and his advisers are not wise enough to save their people from commercialism, they will certainly bring their ruin on their own heads. Every peasant brought into a factory or a mine or a railway is one man subtracted from the forces of the Tsar, and one added to the social Revolutionary Party. . . . Russian workmen combine more readily than English, have less care of their skins, less regard for consequences. They are only kept in check at present by the tremendous odds against them. Once they gain numerical superiority, they will carry all before them and perhaps drown the throne in blood. There is a lust for blood in Russia that must make all Europe stand aghast when it finds expression." The people, he says, cannot understand that "discontent is greater among the masses of the people of England than among the masses of Russia; that the lot of a commercialised and enslaved people is harder than that of a little-commercialised though official-ridden one." And then he adds: "The cultivated and educated Russians must not lose their peasant souls." For, as a result of this increase of commercialism, Mr. Graham thinks that Russia has "become aware of birth

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of the lower middle class—that despair-giving class which claims and takes to itself fifty per cent. of the babies that are born each day, the class of Europe's future," and the "curse of Russia is the bourgeoisie, aware of itself articulately as the lower *intelligentia*." Whether these somewhat pontifical utterances are justified is not easy to say. Possibly his deep sympathy with the peasant, *qua* peasant, leads him to exaggerate this bogey! "Alas for Russia, if the bourgeoisie succeed! The tyranny of the bourgeoisie is the worst of all tyrannies; under it the spirit of the peasantry will be depraved. Already in some places the peasants go more to the cinematograph than to church! . . . I am not pamphleteering against the Russian," he explains; "I say it out of my love for the simple peasant; the modern movement is damnation." His description of this lower *intelligentia* makes curious and interesting reading. For this educated bourgeoisie is not Russian. "Instead of opera, the gramophone; instead of the theatre, the cinematograph; instead of national literature, the cheap translation; instead of national life, a miserable imitation of modern English life. . . . The peril is that the bourgeoisie class is recognising its power, and claiming to be the educated class as opposed to the peasants, the uneducated. . . . They are worse than the English middle-class, because they wish to be considered national." And then he tells us how it is easier now to get a volume of W. W. Jacobs' tales at a bookstall than a volume of Tchekhof, and how Oscar Wilde, at twopence a volume, is to be seen everywhere. At the present moment Oscar Wilde is the most popular author in Russia, not excluding any Russian writer, and after Wilde come Jerome, Wells, Shaw, Jack London and Kipling. "Jerome is taught in schools as if he were a classic. One day at a friend's house he asked the little daughter of twelve who her favourite author was. "Oscar Wilde," she answered. But the answer was not only for herself; it was, in a way, what the whole of modern Russia might have answered.

For the really cultured class, however, Mr. Graham has also a word to say. This class is being pushed to the wall, he fears, by the advanced bourgeoisie. "There is, however, in Russia a higher *intelligentia*, quiet but powerful, a class of cultured men and women living a life apart from the hurly-burly finding their orbit in the Church and in the national life," and he makes a strong plea that Russia should cling to this national idea, develop its own national art, literature, the genius of the Slav. "The capital of this national Russia is Kiev, as opposed to St. Petersburg, the official capital, and Moscow, the economic and commercial one." It would not be fair to the author of this stimulating book to give the idea that he discusses only such questions as these. It is stuffed with vivid adventure as well, alive with poetry, peppered with bright, sharp pictures of human nature, picturesque, humorous, startling. The account of his vagabondage in the Urals is wholly charming, of his travelling third-class with the "hares" (peasants beneath the seats!), of fruit and flowers, tobacco plantations, monks, Russian journalism, malaria, the fourth Duma, and the Ural gold-diggers—all this combines to make up a nice, thick, illustrated volume of quite uncommon interest. And, for proofs of the author's conclusions with regard to "changing Russia," the reader had better consult the three hundred pages for himself. The picture he paints on his large canvas is a very glowing one. Living figures of flesh and blood step out of it and talk with you. There is much to disagree with, much to question, and it will be interesting to see later whether Mr. Graham—out of a deeper study of history, out of greater knowledge of economic and political forces, out of a more comprehensive understanding of the pains of birth an awakening nation *must* suffer—may perhaps revise his judgment that the peasant should remain a peasant. May not the bourgeoisie, the lower *intelligentia*, as he styles it, be merely passing through its present phase as a stage in its education? And is not commercialism inevitable in a growing country—and not necessarily the stifling of art and letters and true culture? In all developed nations the two exist side by side.

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THIS volume is one of the most disappointing relating to matters horticultural that we have seen. The title and sub-title lead one, not unreasonably, to suppose that the intricate arts of propagation and pruning of hardy trees, shrubs and miscellaneous plants would be fully dealt with; whereas a greater portion of the work is devoted to such things as plant physiology, transplanting, manuring, and the cultivation of fruits, trees and shrubs. But this could be overlooked were the operations of pruning and propagation dealt with in as practical a manner as the chapter on plant physiology, which is good. But when we find the author stating, as he does on page 47, that "species and varieties of aucuba, laurel, rhododendron, vine, clematis and carnation are all examples of plants the propagation of which cannot readily be effected by means of cuttings," what are we to think? Why! we remember in our infant days of gardening the aucuba being taken as an example of one of the easiest of evergreen shrubs to be propagated in that way, and have rooted thousands with a minimum of trouble. As for carnations, the author would be well advised to visit any of the large carnation nurseries during the spring months, where he would find perpetual-flowering carnation cuttings being rooted in hundreds of thousands. And has he never heard of vine eyes, which, after all, are only modified cuttings? The spelling of names is careless. Page 166, *ailantus* is spelt "atlantus"; page 165, *liriodendron* is given as "liriodendrum"; and page 174, *mezerion* as "mazereon." There are many other similar errors, which can scarcely be excused. When we analyse the author's lists of trees and shrubs, we must confess that we do not know what object he had in mind when compiling them. Take, for instance, hardy and half-hardy deciduous shrubs, page 167: Only twenty-six kinds are given, yet these include the common elder, which most people wish to destroy rather than encourage; *glehdschia*, *itea*, *laurus*, *rhamnus*, *shepherdia* and *xanthoxylum*. Some of these are good enough in their way, but surely scarcely what a practical man would include in a limited list! There are many other points in this book that we could criticise, but enough has been said to show that it can by no means be regarded as a reliable volume to place on one's bookshelf. It is difficult to understand why the author, who has already published several good gardening works, should be so remiss in the present instance.

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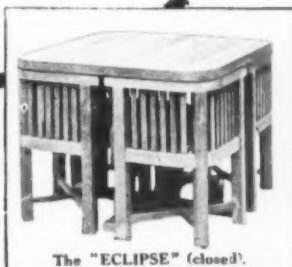
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AND COMPANY LTD ARE NOW SHOWING THE NEWEST DESIGNS & COLOURINGS FOR 1913 IN THEIR SHOWROOMS AT 114-116 VICTORIA ST WESTMINSTER LARGE PATTERN BOOKS WILL BE FORWARDED CARRIAGE PAID TO ANY PART OF THE UNITED KINGDOM

WALL PAPERS

AGRICULTURAL SHOWS.

JUDGING from the success of those already held and from the entries of those about to be held, the agricultural shows this year promise to be an extraordinary success. The next important one is that of the Royal Counties, which is to be held conveniently near London, at Windsor, on June 10th and the three following days. The entry exceeds that at Windsor in 1899, which until now has been the largest on record. The total reaches to 2,174, and the showyard, which is close to the town and opposite the castle, covers an area of thirty-five acres. The show will be formally opened by Prince Christian, who is the President, and several other Royal visits are promised. Important features of this year will be the horticultural exhibition and the Nature exhibition. The Royal Ulster Show, held at Belfast on May 28th and 29th, was a very great success, the entries being considerably above those of last year.

Of Reigate Horse and Hound Show we have something to say elsewhere. Here it is enough to note that competent judges agreed in considering it to have been the best exhibition of hounds ever brought together at Reigate. In the class for couples of unentered dog hounds the Duke of Beaufort was first with Warrior and Wanderer, by Curraghmore Warwick, by Tawdry out of Talisman. The Grafton produced the second couple and the Cattistock the reserve. Mr. J. G. Colman's silver cup for the best unentered dog hound was won by the Oakley with Sailor, by Gamester out of Septic. The smaller class for the locality was won by Tickham Gambler, by Belvoir Ragman out of Gadfly. In the class for couples of entered hounds the Duke of Beaufort was again first with Tancred, by Juggler, and Colonist, by Challenger. The Grafton were second. The silver cup for the best entered dog hound went to Tickham Gambler, with the Craven Vandyke runner-up. The Duke of Beaufort's championship cup was won by Oakley Sailor, who was also judged the best unentered hound. The Duke of Beaufort with Caroline, by Challenger out of Waitress, and Rivulet, by Belvoir Rioter out of Vigil, was first in the big class of couples of unentered bitches. The Blackmore Vale were second. In the class for a single unentered bitch the Ledbury Waitress, by Baronet out of Wanton, was first, and the Duke of Beaufort's Cora, by Weather Gauge, second. In the couples class for entered bitches the first went to the Oakley with Rarity, by Belvoir

Rioter and Witness. The Essex were second. The silver cup for the best entered bitch hound was awarded to Grafton Rakish, by Belvoir Rallywood out of Vanda.

At the Huntingdonshire Show, held on May 28th, the entries were the largest known, although there was a slight falling off in the number of Shire horses. There was a very full entry of hackneys and also hunters. At Leicestershire there was also a good show, the entries exceeding those of last year and being nearly equal to those of 1911. It is curious that in this hunting country there is a steady decline in the number of hunters shown.

These exhibitions suffered in a greater or less degree from the counter attraction of the Bath Show, held at Truro. The success of this meeting is evidenced by the increase in the number of spectators. The attendance for the first two days amounted to 11,660, compared with 7,870 last year. In the Shire class the Messrs. Whitley scored a great success, winning five first prizes and the championship, the last being awarded to Norbury Juno. The North Devon cattle classes were not filled so well as they have sometimes been. Mrs. Skinner and Sons showed the winning yearling. Some fine beasts were shown in the classes for South Devons, among the winners being Mr. J. D. Ellis, Mr. F. B. Mildmay, Mr. Butland, Messrs. Whitley and Lord Fitzhardinge. Herefordshire were a popular feature. Mr. G. Butters' old bull Sailor King carried all before him, including the championship, and his young bull Charity was first in the two year olds. Mr. Cooke-Hill produced the champion cow in Shilsley Primula, and he also carried off the first prize for yearling heifers. The Tring herd was conspicuous in the success of Jerseys, first prize in their respective classes being awarded to Laxton Lady, and the bulls Fontaine's Star and Castle Premier. There was a very good show of Guernseys, Lord Falmouth, Colonel St. Aubyn, Canon Raffles-Flint, Sir E. A. Hambro, Mr. G. Oakey, Mrs. Bainbridge and the Hon. J. Boscawen being the chief winners. In the sheep classes Mr. R. Cook and Mr. F. White led in Devon longwools, and Mr. J. Stooke and Mr. J. S. Hallet in South Devon classes. Sir J. Colman and Lady Wernher won firsts in the Southdown classes. Captain Morrison did the same for Hampshire Downs, Mr. Horlick for Oxford Downs and Sir E. A. Hambro for Dorset horns. The pigs made a good show, the prizes going to such well-known breeders as Mr. L. Currie, Mr. A. Hiscock, Mr. T. F. Hooley, Lord Lucas and Mr. J. M. Dugdale.



The Secret of Beauty :—

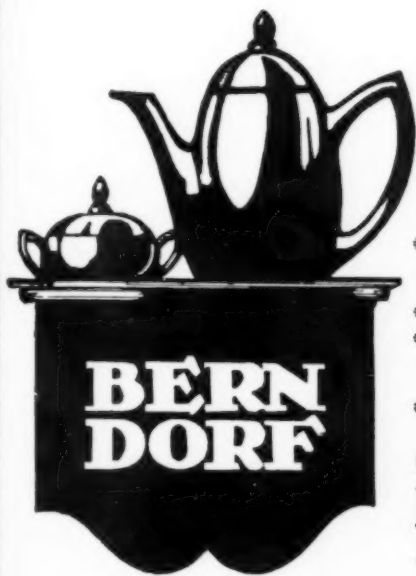
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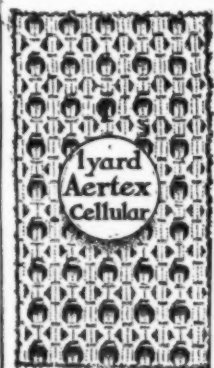




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Aertex Cellular Day Shirt,
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FOR TOWN AND COUNTRY.

HORTICULTURAL BUILDINGS.

VISITORS to the Royal Horticultural Show will, no doubt remember the fine exhibit of horticultural buildings at Stand 62, shown by Messrs. James Crispin and Sons of St. Philips, an exhibit which fully maintained the splendid reputation for excellent workmanship, materials and general finish which the firm enjoys. The frames and houses at the show were specially admirable for their sensible construction, the frames being made with bases fitted with plates and iron wedges, enabling them to be taken apart easily for transportation or storing, while among the greenhouses were some particularly suitable for short-lease tenants, etc., made in sections, which could be easily put together by any handyman, and so erected as to come under the heading of tenant's fixtures. Another item of the exhibit was an interesting collection of boilers for all purposes. Messrs. Crispin have specialised in heating arrangements of all kinds, not only for horticultural purposes, but also for domestic hot-water supplies, steam cooking, laundry work, etc. Their works at St. Philips cover over two and a-half acres, and are fitted with special wood-working machinery, while the ample ground space permits of the storing and thorough seasoning of all the timber used.

WICKER-WORK FOR GARDEN AND HOUSE.

Now that the time has come when the amateur gardener begins to reap the reward of his or her labours, and everyone is living more out of doors than in, special interest attaches to the display of wicker-ware on view at Messrs. Mark Cross', Limited, 89, Regent Street, W. Particularly useful are the boat-shaped flower baskets, stoutly made, presentable in appearance and light in weight, and lined with washable enamelled cloth—a vast improvement on the open wicker-



THE "CROSS" WORK-TABLE.

work in which one was always breaking the stalks or heads of the flowers. A tool basket, fitted with trowel, daisy-fork, pruning-shears, flower-scissors, etc., is another useful item. The garden work-basket we illustrate, lined with morocco and silk in various shades, will appeal to the needlewoman, and this can be had in several shapes. Messrs. Cross are also showing tea and luncheon baskets in a large variety and all sizes. For indoor purposes they combine wicker with leather very cleverly in an elegantly shaped umbrella stand, and also a strong and capacious waste-paper basket. In the leather-ware, for which they have long been renowned, they have a very practical clothes brush, with soft bristles at one end graduating to hard at the other, and a flexible pigskin or walrus hide back which prevents too great friction of the cloth. The same idea is

applied to a hatbrush. A hanging tie-case which will hold any number of ties and keep them absolutely creaseless, suggests itself as an ideal present for a traveller; or for a larger gift, a dressing-case with empty elastic compartments, which may be fitted according to personal requirements, is a good idea. In fact, all Messrs. Cross' wares display thoughtful designs as well as good taste and sound workmanship, and the fact that they are all British made will commend them the more strongly to our readers.

A SUMMER BEVERAGE.

The question of a pleasant hot weather drink is one which never fails to interest the British public, and it is the more surprising therefore that they have taken so many years to wake up to the fact that in cider they have an ideal beverage, thirst-quenching and wholesome. The reason, no doubt, is that for centuries the processes of manufacture were so haphazard that even in the West Country, the home of the industry, one could never be sure of obtaining a palatable cider. Now, however, all this is changed. Cider is manufactured with as much scientific care and accuracy as is devoted to champagne, and the most scrupulous attention is paid to its storage, bottling and so on. Motorists and others who find themselves in the neighbourhood of Hereford, and who want to know what English cider really can be, should pay a visit to the great cellars of Messrs. H. P. Bulmer and Co. It will give them an appreciation, which nothing else could, of the magnitude of the industry which a big cider maker controls. In the Hereford cellars can be seen a million and a-half bottles of finest champagne cider, and huge vats of from ten thousand to sixty thousand gallons capacity, containing a reserve of over a million gallons. Champagne cider can be obtained in five varieties, varying from extra dry to sweet, but for family use draught cider presents distinct advantages. This also can be obtained in sweet, medium sweet and dry varieties, while for sufferers from gout,

rheumatism or diabetes there is a still brand, extra dry, which is an excellent substitute for wines. The sweet varieties blend excellently well with mineral waters, making an extremely light and refreshing drink for children or invalids, and both Bulmer's sparkling and the draught brands make a most delicious cup.

A HOLIDAY NECESSITY.

It is surprising to see how soon a so-called luxury becomes a general necessity if it supplies a real want. A few years ago, for instance, the purchase of a Thermos flask was regarded almost as an extravagance. Now every traveller possesses one, and it is being more widely used every day for domestic purposes. The invention of the Thermotot, which is a jar made on the same system as the Thermos flask, but capable of carrying stews, curries, stewed fruit, etc., has ensured its popularity with picnickers. The comfort of having one's hot food and drinks hot, and, more especially just now, one's iced things cold, without the trouble of carrying bulky apparatus—the bugbear of picnicking—must be felt to be appreciated. All the trouble and expense of meals on a long railway journey can be avoided by using a Thermotot, and the Thermos will provide the after-lunch coffee or the afternoon tea. Travelling with a young baby is shorn of its terrors when one can bring its food prepared at home and ready for use at its accustomed hours. Moreover, the youngest child may be taken on excursions or live out of doors all day when his nurse is equipped with a Thermos. Motorists will find the Thermos the greatest comfort, especially during a cold or wet run; and after a bathe a hot drink is always acceptable and invaluable for warding off chills. In fact, one cannot suggest a holiday on which the Thermos will not prove an invaluable companion. The flasks, in various patterns, may be purchased from any chemist, jeweller, ironmonger or stores, but if any difficulty is found in obtaining one the name of the nearest agent may be obtained on application to Messrs. A. E. Gutmann and Co., 8, Long Acre, W.C.



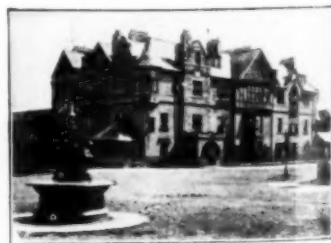
THE PICNICER'S COMPANION.

A SHAVING SOAP DE LUXE.

One of the greatest improvements in shaving apparatus of late years has been the superseding of the old-fashioned open shaving bowl, which was at best a messy, untidy affair, calculated to harbour dust and germs, by the cleanly and economical shaving-stick such as has been put on the market by Messrs. Colgate of 46, Holborn Viaduct, E.C., etc. The method of using this stick is simplicity itself. One just wets one's face with the shaving brush, rubs the stick over lightly, then another rub with the wet brush and there is an excellent lather, which softens the beard without any of the irritation which follows the use of a coarse soap in the old manner. From personal experience of the combined evils of a very tender skin and a stiff beard, which rendered the finding of a pure soap a matter of some importance, we can say that Colgate's has filled the bill most satisfactorily, and its lasting qualities are remarkable. A stick purchased last July is not only still in use, but judging from the quantity remaining, looks as if it would still give another year's service.

AN IDEAL SUMMER RESORT.

Many people are under the impression that Scotland as a pleasure resort is hopeless until July at earliest; but, as a matter of fact, the weather in June is generally delightful. The country is not yet invaded by summer visitors, and the scenery is at its best. One of the most delightful places for a holiday at the present moment is Edzell in Forfarshire, a picturesque little place famed for its bracing climate and exquisite surrounding scenery. It is a most central position for visiting the most famous Scottish beauty spots, and affords plenty of scope for the sportsman. For accommodation there is the Panmure Hotel, a thoroughly up-to-date and most comfortable hostelry situated on the main road from Aberdeen to Perth and beautifully situated in every respect. The hotel is on the official list of the R.A.C., and has ample motor accommodation. It is within easy access to the Royal Military Aviation Camp and close to one of the finest inland golf courses in the country. Tennis and bowls can also be enjoyed, and excellent fishing can be arranged in the neighbourhood, which abounds in charming lochs and drives. The popularity of Edzell during July and August has been fully established, but anyone who visits it in June will be more than repaid for breaking the tradition, and will certainly swear allegiance to Scotland for future holidays.



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A few drops of "Quickshave" on
the brush, a few passes round the
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AN ENJOYABLE SHAVE.
A QUICK SHAVE.
A BOON FOR THE TOURIST.
A TIME ECONOMISER FOR
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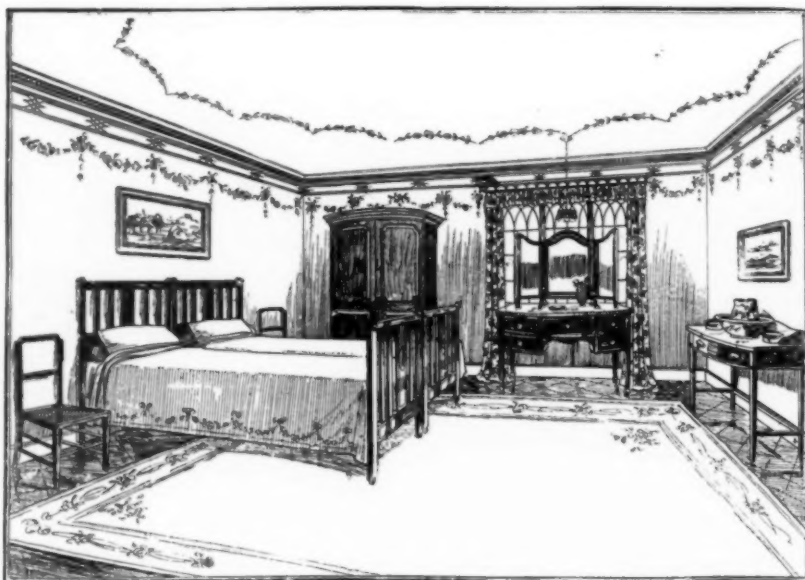
ZENOBIA, Ltd. (Dept. 31), Zenobia Laboratories,
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FURNITURE FOR THE COUNTRY HOUSE.

The acquisition of a country cottage, whether of the week-end variety or the more spacious house habitable at all seasons, necessitates a serious consideration of furniture. Sentiment and a sense of the fitness of things incline our tastes towards the exquisite styles of the seventeenth and eighteenth centuries, apart from any recognition of the superior merits of those periods, both in design and workmanship; but, alas! genuine specimens have acquired a value which puts them beyond the reach of the average purse, even when they can be found. The alternative is *good* copies which shall reproduce both the substantial distinctions and the subtle detail of the best makers of the desired period, and a firm who have specialised in this by no means simple work are Messrs. Story and Triggs, Limited, 152-156, Queen Victoria Street, E.C. For nearly a century this firm have been numbered among the largest dealers in genuine Old English furniture, and their long experience as collectors, and the numerous models they have at their command, enable them to do exceptionally fine work as copyists not only in furniture, but in all the details which go to make a room a success. A beautiful example of a Georgian bedroom, illustrated on this page, will give some idea of the kind of work in which they excel. The furniture of old mahogany is typical of a most graceful period, particularly the bow-fronted sideboard dressing table and the bow-fronted hanging wardrobe. The triplicate mirror, in a slightly inlaid frame, is very charming, and the chintz hangings of Old English design carry out the scheme thoroughly; moreover, toilet ware of Spode, Wedgwood, etc., can be obtained to harmonise. When it is added that the entire room represents a cost of less than thirty pounds, some idea of the moderate prices of Messrs. Story and Triggs' wares will be obtained. Other bed and dining-rooms, halls, etc., carried out in Jacobean and Queen Anne furniture are equally satisfactory. The enormous collection of genuine old pieces of metal work and china also afford exceptional opportunities to the collector, and make a visit to Queen Victoria Street well worth while.

LEARNING WITHOUT TEARS.

Anything which can impart the first rudiments of learning to the child of tender years in a way which gives the little one



A GEORGIAN BEDROOM.

pleasure and amusement deserves the attention of every mother and nurse. In this connection the entertaining "Alphabet Book" issued by the proprietors of Wright's Coal Tar Soap is worthy of special mention. It consists of sixteen pages of drawings and verses bearing upon each of the letters of the alphabet, and is beautifully printed in colours. The rhymes on familiar nursery topics have a simple swing which will appeal to the little ones and which they will soon commit to memory, while the pictures are excellent, especially those which include animals, as the greater number do, though one in which, for obvious reasons, dogs are taboo—"V for a Vestry Man" coming round with the plate displays a sly humour which will appeal perhaps more to the teacher than the taught. A copy can be obtained, free, on receipt of a halfpenny stamp for postage, by addressing "Alphabet," Wright's Coal Tar Soap, 44-50, Southwark Street, London, S.E. The other subjects, however, are entirely juvenile in their interest, even a portrait of the artist coming in line with the general scheme.

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PEBECO keeps the teeth white and the mouth healthy.

PEBECO Tooth Paste overcomes teeth-attacking bacteria, prevents decay, and whitens the teeth without injury.

PEBECO is a delightful deodorant, and creates a wholesome, non-acid condition of the mouth. Its fresh, natural flavour makes it far preferable to the many sugary and scented dentrifices sold.

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TOOTH PASTE

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"Prana" Sparklet Syphon and a few Bulbs

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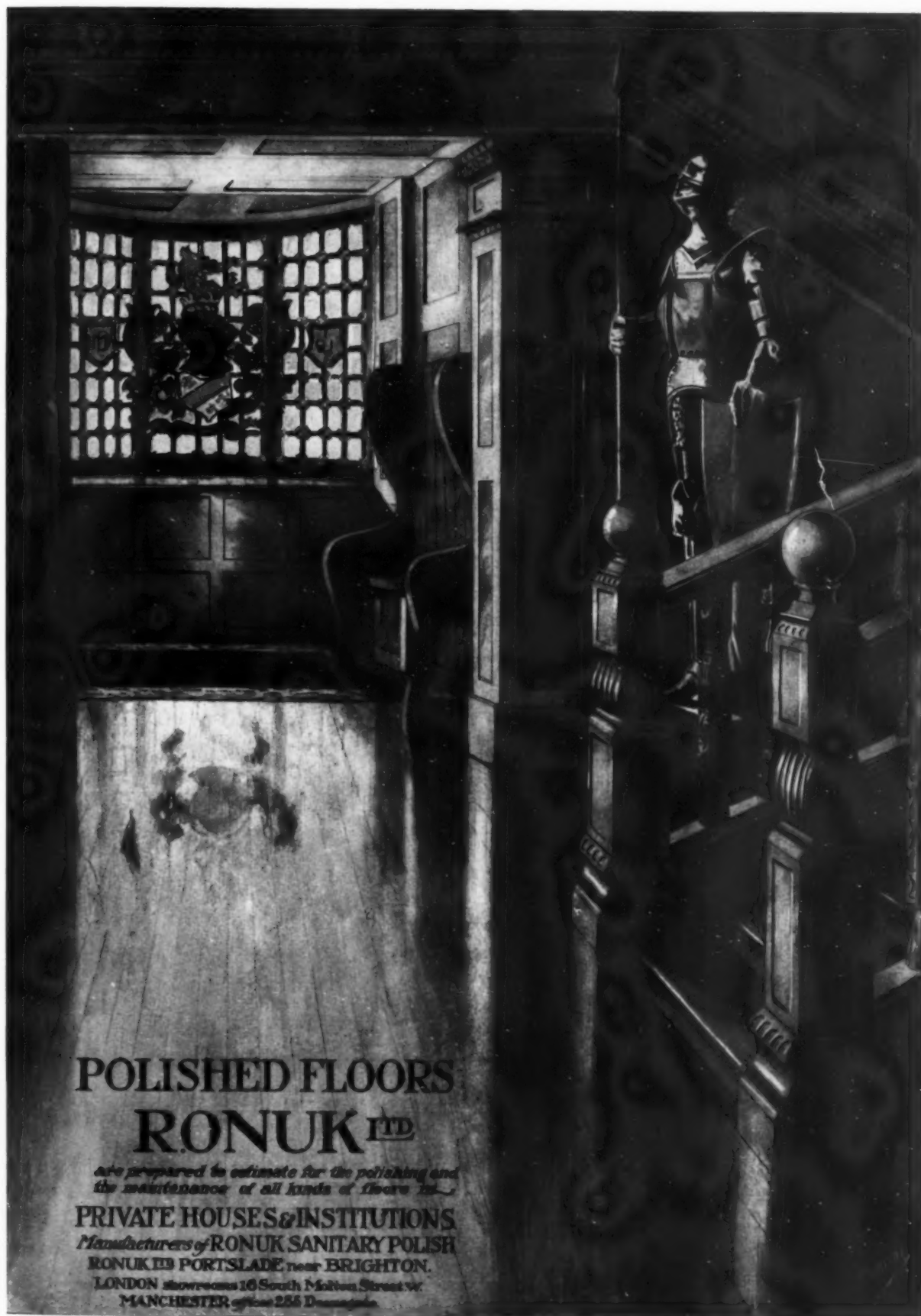
Syphons
2/6 & 4/-

Bulbs
1/4 & 2/-
per dozen.



Send for "P.S. Box" containing recipe and full particulars.

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